

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE,

## ENGINEERING, BANKING, MINING, MANUFACTURES.

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### American Railroad Journal.

New York, Saturday, August 22, 1868.

#### Railroads in Peru.

A letter to the *N. Y. Times*, dated Lima, Peru, S. A., July 22, 1868, says: The new railroad under contract with Mr. Meiggs, is being pushed forward rapidly. Fourteen miles are already graded and awaiting the sleepers and rails. A very formidable piece of work has been encountered, which is the opening of a tunnel to be cut through a solid granite rock of two thousand feet, the tunnel leading to a precipice seven hundred feet high. Here an immense chasm is encountered, over which a bridge must be constructed of trestle work, the bridge to be sixteen hundred feet long. This will be done and the road finished within the given time.

The Peruvian Government has also opened proposals for the construction of three other new and important railroads. These proposals will be open until Aug. 5, when the satisfactory one being accepted, the work will be rapidly pushed forward. The most important of these three new railroads is the one intending to start from the port of Iquique to run direct to the saltpetre mines of La Noria. Another one is intended to lead from Pisco into the sugar estates of the interior as far as Ica, and the last one will lead from Lima to Chaney. The line of telegraph in Peru is also to be extended some six hundred miles

and a submarine cable is to be laid connecting the Chincha Islands with Pisco.

#### TO INVESTORS.

#### SEVEN PER CENT. INTEREST IN GOLD.

#### PRINCIPAL ALSO PAYABLE IN GOLD.

The First Mortgage Bonds of the Rockford, Rock Island and St. Louis Railroad Company, as an INVESTMENT SECURITY, combining perfect safety, cheapness and profit, are unequaled by anything offered in the market.

They pay seven per cent. interest—Feb. 1, and Aug. 1—in gold coin, *free of Government tax*. The principal also is payable in gold.

The bonds have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for \$1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are fully secured, being a first lien of \$5,000,000 upon 200 miles of railway, costing \$10,000,000, and traveling the finest district of Illinois; also upon 20,000 ACRES OF LAND, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad through them, will be worth more than the whole amount of the mortgage.

For all the coal this Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines, more readily and cheaply than from any other quarter.

One-half the means required for the construction and equipment of the railroad, and for the purchase of coal lands, is derived from the sale of capital stock, to which large subscriptions are made along the line of road and elsewhere.

The work of construction is proceeding with great rapidity, and the first division of fifty miles, giving an outlet to the coal, will be in full operation by 1st January next.

The estimated earnings of this line of railway, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the UNION TRUST COMPANY OF NEW YORK.

At 95, the present price, and with gold at 40 premium, the bonds pay an income of over 10 per cent. per annum.

For sale at the office of the Company, No. 12 Wall street.

Governments and other securities received in exchange, H. H. BOODY, Treasurer.

#### Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of July, as compared with the same period of the year 1867:

|                   | 1868.        | 1867.        |
|-------------------|--------------|--------------|
| From freight      | \$347,622 54 | \$322,258 92 |
| " passengers      | 189,851 60   | 186,827 09   |
| " express matter  | 18,451 50    | 8,668 99     |
| " mail            | 7,825 00     | 7,825 00     |
| " rent of railway | 7,088 33     | 7,088 33     |
| " miscellaneous   | 1,000 00     | 4,721 94     |
| Total             | \$571,888 97 | \$587,381 27 |
| Expenses          | 364,877 32   | 367,842 17   |

Net earnings \$206,956 65 \$169,539 10

This shows an increase in earnings of \$34,452 70; with a decrease in expenses of \$2,964 85—making the increase in net earnings, \$37,417 55.

The earnings and expenses, from January 1 to July 31, compare as follows:

|          | 1868.          | 1867.          |
|----------|----------------|----------------|
| Earnings | \$4,354,086 12 | \$3,917,746 01 |
| Expenses | 2,790,159 71   | 2,924,827 64   |

Net earnings \$1,563,926 41 \$1,092,918 37

This shows an increase in earnings of \$436,340 11; with a decrease in expenses of \$84,867 93—making the increase in net earnings, \$471,008 04.

#### Canadian Railways.

The Great Western Railway shows a falling off of twenty-five thousand dollars; the Grand Trunk an increase of thirty thousand dollars; the Welland an increase of \$2,000; and the Northern R. R. nearly \$2,000 in July this year as compared with the same month last year. The Brockville and Ottawa, and New Brunswick and Canada Railways, also show an increase of five thousand dollars for the same period. Slight advances on all other roads, except the London and Port Stanley.

The next Legislature of Vermont will be petitioned for a railroad from some point on the line of the Rutland and Washington Railroad in Poultney, through the towns of Fairhaven, Westhaven, Benson and Orwell, to some point in Orwell or Shoreham.

**Connecticut and Passumpsic Rivers R. R.**

The receipts from operation of this road for the fiscal years ending May 31, 1867 and 1868, have been as follows:

|                 | 1867.        | 1868.        |
|-----------------|--------------|--------------|
| From passengers | \$175,952 27 | \$170,172 10 |
| " freights      | 301,533 76   | 302,418 55   |
| " mails         | 10,600 00    | 11,160 09    |
| " express       | 4,200 00     | 4,950 00     |
| " rents         | 1,419 83     | 3,107 96     |
|                 | <hr/>        | <hr/>        |
|                 | \$498,705 86 | \$481,808 70 |

Expenses, viz:

|                        |              |              |
|------------------------|--------------|--------------|
| Maintenance of road    | \$88,724 48  | \$94,832 77  |
| Motive power           | 70,791 52    | 88,389 31    |
| Fuel                   | 38,498 01    | 37,466 38    |
| Oil and waste          | 8,497 68     | 4,521 74     |
| Passenger department   | 14,823 43    | 18,315 88    |
| Freight                | 24,737 02    | 27,141 25    |
| Loss and damage        | 2,974 11     | 4,058 27     |
| Repairs of buildings   | 5,622 98     | 3,208 65     |
| Insurance              | 1,805 17     | 2,654 61     |
| Tools and machinery    | 27,395 38    | 7,910 24     |
| Miscellaneous expenses | 18,883 52    | 31,900 36    |
|                        | <hr/>        | <hr/>        |
|                        | \$909,058 30 | \$819,894 46 |

Net earnings.....\$184,652 56 \$171,914 24

A comparison of the earnings of the past with those of the preceding year, show a decrease of \$11,897 16, with an increase in expenses of \$10,841 16.

The company have 12 locomotives, 11 passenger, 6 baggage and mail, 126 box, 68 rack, 12 coal, 81 platform, 10 ore, 2 derrick, 10 gravel, 28 hand, 12 wood, and 1 drovers' cars, valued at \$288,125. Value of materials on hand, \$151,118 20.

There have been added to the equipment during the year, 1 freight locomotive, 1 smoking and post office car, 10 ore, and 2 derrick cars. Four locomotives, 1 baggage, 10 platform, 29 box, 2 rack and 7 hand cars have been thoroughly repaired; and 1 passenger, 11 box and 4 platform cars rebuilt. A car house, office, and other new buildings have been constructed at Lyndonville. In repairs of track, 180 tons of new and re-rolled iron, 5,226 repaired rails, and 36,848 sleepers have been used.

The track and road bed are in a good condition. The rolling stock has improved \$6,950, as per appraisal. \$24,050 has been expended the past year in new equipment.

The amount expended at Lyndon to May 31, 1868, exclusive of real estate, is \$194,905 73, and comprises round house, machine shops and buildings connected, four double houses, six cottage houses, aqueduct with iron pipes and reservoir, holding over 70,000 gallons, on an elevation of one hundred and fifty feet above the shops.

The original purchase of 334 1/4 acres of land at Lyndon, at a cost of \$16,000 has furnished the corporation with all the accommodations anticipated. Of the foregoing expenditure \$10,000 has been realized from the sale of real estate, leaving about 300 acres for our own use and for sale. In addition to above, the corporation have 2,000 acres of wood and timbered land lying near their track, from which lumber, wood and sleepers can be obtained advantageously.

Two dividends of three per cent. have been declared during the year amounting to \$115,080, including Government tax (\$5,574.)

The bonded debt of the company has been reduced \$20,000, leaving outstanding, \$553,800, of

which \$10,700 are in hands of trustees of sinking fund.

The charges for "additional equipment" and "new shop," as per last report, and the expenditures for same accounts the past year, together with the credit to "extension," have all been transferred to "construction."

The new shops at Lyndon will enable the company to make their repairs economically and manufacture their engines and cars as low as can be done by any corporation, and of a quality superior, in point of durability, to any that can be purchased for the same amount of money.

The Directors of the Mississippi Railroad give us the strongest assurance that they shall soon commence the construction of their road, which, when completed, will give us a good connection with Quebec and Montreal via the Grand Trunk Railway.

The number of miles run by passenger trains during the year has been 85,696; by freight trains, 73,017; by other trains, 26,679—total, 185,392. Number of passengers carried, 112,817; do., carried one mile, 3,518,057. Tons of freight carried, 74,757; do., carried one mile, 3,712,070.

TRIAL BALANCE, JULY 14, 1868.

|   |                |
|---|----------------|
| Construction  | \$2,955,411 49 |
| Wood lots   | 6,878 14       |
| Superintendent, including stock and materials on hand, also sundry accounts unsettled | 130,632 33     |
| Excise tax  | 106 35         |
| Notes receivable  | 2,188 00       |
| Finance committee   | 368 32         |
| Agent for collections   | 544 89         |
| Cash  | 13,876 56      |
|   | <hr/>          |
|   | \$3,109,506 07 |
| Dividends uncalled for  | \$2,469 34     |
| Coupons uncalled for, (1,817.)  | 1,817 30       |
| Lyndon lands  | 10,920 07      |
| Preferred stock   | 1,822,100 00   |
| Old stock   | 138,900 00     |
| Special stock   | 700 00         |
| Agent for construction  | 248 02         |
| Rent account  | 1,684 65       |
| Trustees of sinking fund  | 70,200 00      |
| Reserve   | 24,000 00      |
| Contingent  | 24,852 56      |
| Bonded debt   | 553,800 00     |
| Notes payable   | 394,000 00     |
| Partial payments account subscription   | 4,998 23       |
| Earnings  | 55,939 20      |
| U. S. Government  | 2,877 00       |
|   | <hr/>          |
|   | \$3,109,506 07 |

President.—HENRY KEYES.

Superintendent.—A. H. PERRY.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Russian Railways.

The receipts of the Great Russian Railway show a sensible progress this year. Up to the close of May, 1868, the Warsaw line, with its Prussian branches had acquired the sum of 5,181,863 roubles, against 4,153,096 roubles in the corresponding period of 1867—the advance for the first five months of this year being 978,767 roubles.

The works on the line from Catherinburg to Tumen (Siberia) have been commenced.

A direct service now exists between France and Russia. To attain this object it was necessary to discuss arrangements between no less than ten different administrations—viz., the Great Russian, the East Prussian, the Berlin, Potsdam and Magdeburg, the Magdeburg and Halberstadt, the Duchy of Brunswick, the Hanover, the Cologne

and Minden, the Rhenish, the Belgian State lines, and the Northern of France. The distance between Paris and St. Petersburg is 1,759 1/2 miles, of which 150 5/8 miles are in France, 105 5/8 miles in Belgium, 94 4/8 miles in Germany, and 558 3/4 miles in Russia. The service is stated to be well conducted, and it is expected to result in the development of a large business.

Ogdensburg and Lake Champlain R. R.

The earnings of this road for the years ending March 31, 1867 and 1868, were as follows:

|                  | 1867.        | 1868.        |
|------------------|--------------|--------------|
| From freight     | \$680,075 48 | \$701,462 28 |
| " passengers     | 168,040 31   | 173,227 99   |
| " U. S. mail     | 10,710 00    | 10,710 00    |
| " express        | 4,916 67     | 4,999 91     |
| " rents          | 7,139 84     | 7,995 52     |
| " use of engines | 1,102 40     | 585 00       |
|                  | <hr/>        | <hr/>        |
|                  | \$871,984 70 | \$898,980 70 |

Expenses, viz:

|   |              |              |
|---|--------------|--------------|
| Repairs of road   | \$103,379 65 | \$98,689 40  |
| Renewal of iron rails   | 47,660 09    | 71,364 23    |
| Repairs of bridges, buildings, docks and fences   | 33,833 34    | 32,956 21    |
| Taxes, including internal revenue   | 44,406 37    | 37,152 33    |
| Insurance   | 2,555 74     | 6,420 92     |
| Repairs of engines, cars and machinery  | 72,408 15    | 83,643 12    |
| Agents and clerks   | 32,504 56    | 39,854 12    |
| Labor handling freight, porters, watchmen, switchmen, wood and water station attendance | 58,678 08    | 53,237 21    |
| Conductors, etc   | 32,202 56    | 37,201 79    |
| Engine and firemen  | 27,445 11    | 28,877 55    |
| Fuel  | 71,946 13    | 52,061 37    |
| Oil and waste   | 12,586 96    | 8,114 27     |
| Loss and damage   | 7,580 55     | 2,037 46     |
| Contingencies   | 10,443 04    | 13,822 71    |
| Salaries, office expenses, etc  | 42,654 56    | 32,805 49    |
|   | <hr/>        | <hr/>        |
|   | \$600,284 89 | \$597,238 18 |

Net earnings.....\$271,699 81 \$301,742 52

From which has been paid—

|   |             |
|---|-------------|
| Interest on 1st mort. bonds   | \$80,765 66 |
| Dividend on common stock and Government tax   | 96,925 50   |
| Balance of dividend on common stock declared Feb. 1, 1867, and Government tax                     | 7,525 50    |
| Dividends on preferred stock and Government tax   | 55,464 60   |
| Rebuilding Rouse's Point bridge, to accommodate new draws, and building piers under Malone bridge | 33,741 55   |
|   | <hr/>       |
|   | 274,422 81  |

Balance.....\$27,319 71

Add balance from previous year.....172,151 05

Total, as in General Balance Sheet.....\$199,470 76

Compared with the previous year, the gross earnings of 1867-'68 show an increase of \$26,996; with a decrease in expenses of \$3,046 71—making the increase in net earnings \$30,042 71. The report says:

This difference will be more apparent, by taking into account the increased expenditure for iron, amounting to 1,750 tons, against 1,150 the year previous, the improved condition of our rolling stock, and the fact that, in 1868, the quantity of freight carried was equivalent to hauling 22,378,886 tons one mile, while, in 1867, it was equivalent to hauling 26,654,154 tons the same distance,

showing an excess hauled the entire length of the road, of 37,500 tons in 1867 over 1866.

As was predicted in our last annual report, in consequence of the small amount of grain awaiting shipment at the opening of navigation, rates for through freight were materially less than the year previous, while from the fact that navigation closed thirty days earlier than it has for many years, as well as the general depression in trade last autumn, our winter traffic was greatly diminished. In this connection, it is proper to add, that while our winter earnings were so materially diminished, we were able to make more than a corresponding reduction in expenses; thereby, making a net gain in those months over the previous year.

This spring, navigation has opened early, and with an increased business, so that our entire motive power is put in requisition to move it.

The local business of the road is steadily increasing, and it is reasonable to expect that in the future, as in the past, our earnings will increase year by year, as we add to our facilities for transportation.

#### NEW CONNECTIONS.

The road running from Mooer's Junction to Plattsburgh, has been purchased by responsible parties, and a Steam Ferry-Boat, capable of receiving fourteen cars, will be put on the route between Plattsburgh and Burlington, in June, to connect with the Rutland and Burlington road. This will open to us a new and important field of traffic, which has heretofore been confined to other routes, and from which we may reasonably expect a large increase of business, without diminishing or interfering with that we now have by the Vermont Central Line.

The Plattsburgh and Whitehall road, the construction of which has been commenced, will, when completed, give us a new and valuable connection to New York, and intermediate points.

The Portland and Ogdensburg road is receiving, as it justly should, the attention of the people of Portland and the line of country through which it is proposed to run. This enterprise is one in which we have a direct interest, and when built, will add materially to our earnings. The distance from Portland to Ogdensburg, by the route contemplated, is about 350 miles, thus giving Portland the best water and rail communication with the West, of any city in the East, bringing her nearer by rail to Chicago than Boston, and making her one of the most convenient ports for the shipment of breadstuffs to Europe, as well as for the receipt and distribution of foreign merchandise all over the West, and it is not a matter of surprise that the people of Portland should devote all their energies to the completion of this great work.

The Board have received a delegation of gentlemen engaged in this enterprise, who laid before them their plans, accompanied by an application for aid in building the road; no response has been given to this application, and it is yet to be determined in what manner the aid asked for can be afforded, without embarrassment to ourselves.

The Northern Transportation Company will, the present and ensuing season, add ten new propellers to their fleet, thus nearly doubling their means of transportation, running two boats daily from Ogdensburg to the upper and lower lakes. This addition to their line is intended to accommodate the through business, which is now mainly confined to supplying the home consumption of Boston and vicinity; now that these additional facilities are being afforded, if the metropolis of New England expects to participate in the foreign trade in breadstuffs it will be necessary that the trunk roads should have access to deep water, where their freights can be delivered into elevators and warehouses, and from thence transferred to steamers.

While there are no facilities for loading steamers, it is useless for Boston to build them, and they will be found in the future, as in the past, an unprofitable investment; but let these facilities be afforded, and steamers will be found at her

wharves competing for the freight which this line of communication from the West will bring to her, and for which the roads between Boston and Ogdensburg were originally constructed.

#### NEW EQUIPMENT.

It has been manifest to the directors, that in order to develop the resources of the road, a large addition to our equipment was required; to make this addition from the earnings, seemed not only unfair to the stockholders, but was too slow a process. *We need the equipment now.*

The Board, therefore, have authorized the issue of three hundred thousand dollars of bonds, secured by the equipment furnished, bearing an interest of eight per cent. per annum, free of government tax, and payable in ten annual installments.

These bonds have been sold at from par, to two per cent. premium and the proceeds are in the hands of Trustees, who will disburse them for the objects contemplated.

An additional equipment of two locomotives, and about four hundred cars will be furnished, and the road placed in a strong condition for doing the business that has heretofore offered, and which we have been compelled to turn away.

#### FIRST MORTGAGE BONDS.

\$509,900 of these bonds have been exchanged for Preferred Stock, leaving outstanding \$985,000; and there is in the treasury, \$27,100, proceeds of the sale of Preferred Stock to be applied to the liquidation of these bonds.

#### SECOND MORTGAGE BONDS.

\$3,024,000 of these bonds have been converted into Common Stock, leaving outstanding \$53,000.

#### PREFERRED STOCK.

\$1,087,000 of this stock has been issued, of which \$500,000 has been applied to new equipment, the elevator, and other objects authorized in its issue; the balance has been applied to the liquidation of First Mortgage Bonds, with the exception of \$27,100 now in the treasury, to be applied to that object. There is remaining unissued, an amount sufficient to pay the bonds now outstanding.

#### NEW ELEVATOR.

This structure, which was in process of erection a year ago, was completed, and ready for use early in the autumn; it is built of brick, with a capacity for storing over 600,000 bushels of grain, and competent judges pronounce it the best elevator in the United States. Although for reasons given in a preceding page, we did not fill it at the close of navigation, its utility was made manifest; but for the facilities which this gave us for receiving grain, twice during the pressure of business in September and October, owing to a deficiency of cars, vessels would have been unable to discharge their freights, and the information would have gone back to Western ports, that Ogdensburg was "blocked," which would have stopped further shipments, and ruined our fall business. Its great value to the road cannot be questioned. With this and our floating elevator, we can receive from vessels 15,000 bushels of grain per hour, and have storage capacity for 900,000.

#### TRACK.

The track is in better condition than it has been for many years, and will compare favorably with most of the New England and New York roads; but there is still room for improvement.

In no department can money be expended to better advantage, than in the purchase of iron. A poor track is sensibly felt in the wear and tear of machinery, and in the expenditures of the repair shops.

The past year, 1,750 tons of new iron (a larger quantity than it has received in any one year since it was completed) has been placed in the track, and 50,000 ties.

#### BRIDGES.

Public safety requires that these structures should be kept in good condition. Very few of the bridges have been rebuilt since they were first

laid down, and the process of rebuilding must be gradually prosecuted for the next few years. This can be done without entailing any very large special expenditures.

The rebuilding of a considerable portion of the bridge at Rouse's Point was rendered necessary the past season, by the building of a draw by the Vermont Central Road, to give passage to vessels through the Lake, thus displacing the large and unwieldy boat which has heretofore been used.

This is an improvement that has long been called for, and will prove more convenient to navigation, and add to the safety of trains.

Two substantial stone piers have been placed under the high bridge at Malone, to facilitate rebuilding in case of its destruction by fire; subject to great exposure, its construction, until the erection of these piers, would have involved an interruption of several weeks to our business, whereas it can now be speedily replaced.

The equipment of the road consists of 30 locomotives; 16 passenger, 8 baggage and 519 freight cars.

#### TRIAL BALANCE, MARCH 31, 1868.

|  |                |
|--|----------------|
| Cost of road, including disbursements of preferred stock for equipment and other purposes..... | \$5,071,900 00 |
| Bills receivable.....  | 46,270 37      |
| Old rails.....   | 10,000 00      |
| Elevator.....  | 58,286 09      |
| Oil and waste.....   | 2,268 90       |
| Coal.....  | 432 50         |
| Fuel.....  | 68,877 08      |
| Cash and due from other roads.....   | 25,989 28      |
| Real estate, wood lots, &c.....  | 48,134 28      |
| New equipment.....   | 30,679 25      |
| Material in repair shops.....  | 60,337 13      |
| Sundry accounts.....   | 25,720 91      |
|  | \$5,448,895 74 |
| Capital stock.....   | \$3,024,000 00 |
| Preferred stock.....   | 1,087,000 00   |
| First mortgage bonds.....  | 985,000 00     |
| Second.....  | 53,000 00      |
| Bills payable.....   | 81,779 96      |
| J. C. Pratt and E. H. Baker, trustees.....   | 51,500 00      |
| Coupons, past due.....   | 8,980 02       |
| Unpaid dividends.....  | 3,165 00       |
| Net earnings.....  | 199,470 76     |
|  | \$5,448,895 74 |

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, Hollis Hunnewell, Thomas Upham, Samuel M. Felton, E. T. Farrington, William C. Brown, L. D. Farnsworth, Arthur Williams, Calvin T. Hulburd, Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Gen'l Superintendent.—DEWITT C. BROWN.

St. Louis, Vandalia and Terre Haute R. R. The stockholders of the Columbus, Chicago and Indiana Central Railroad Co., have ratified the contracts with the companies owning the lines of road between Philadelphia and Terre Haute for the completion of the St. Louis, Vandalia and Terre Haute Railroad. This road now becomes the joint property of the Columbus, Chicago and Indiana Central, the Terre Haute and Indianapolis, and the St. Louis, Pittsburgh and Cincinnati roads, the former company owning three-tenths of the road.

The Baltimore and Ohio Railroad Directors have determined to build the Point of Rocks branch at once. It has been decided to construct a single track from the Point of Rocks direct to Baltimore for the accommodation of freight, and the main road to go by Washington and Laurel Cut-off.

## NATIONAL AND STATE SECURITIES

\*Indicates that no interest is paid.

AMERICAN RAILROAD JOURNAL.

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RAILROAD EARNINGS—MONTHLY.

| RAILROAD EARNINGS—MONTHLY.            |                            |           |           |           |           |           |           |            |           |           |           |           | Total.     |            |
|---------------------------------------|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|------------|------------|
| January.                              | February.                  | March.    | April.    | May.      | June.     | July.     | August.   | September. | October.  | November. | December. |           |            |            |
| Atlantic and Great Western:           |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1864                                  | 160,713                    | 164,438   | 166,493   | 194,992   | 200,807   | 265,626   | 295,512   | 366,408    | 401,108   | 367,238   | 353,544   | 328,523   | 3,235,492  |            |
| 1865                                  | 259,445                    | 247,211   | 432,240   | 356,045   | 472,488   | 410,900   | 493,882   | 596,584    | 541,481   | 675,446   | 634,345   | 576,365   | 5,825,335  |            |
| 1866                                  | 475,641                    | 435,279   | 385,901   | 412,521   | 464,507   | 493,243   | 488,588   | 568,580    | 539,160   | 509,670   | 474,056   | 388,973   | 5,696,119  |            |
| 1867                                  | 377,862                    | 380,190   | 489,555   | 407,018   | 465,102   | 383,396   | 400,550   | 461,979    | 483,177   | 482,917   | 474,184   | 360,641   | 5,167,871  |            |
| 1868                                  | 404,467                    | 388,251   | 408,847   | 388,654   | 355,255   | 352,109   | 341,206   | —          | —         | —         | —         | —         | —          |            |
| Chicago and Alton:                    |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 109,850                    | 101,355   | 104,372   | 122,084   | 132,301   | 145,542   | 149,187   | 157,048    | 170,044   | 170,910   | 156,962   | 158,204   | 1,673,706  |            |
| 1864                                  | 100,981                    | 154,418   | 186,803   | 162,723   | 178,786   | 206,090   | 224,237   | 312,165    | 354,584   | 320,870   | 307,503   | 262,916   | 2,770,484  |            |
| 1865                                  | 230,505                    | 276,283   | 299,063   | 268,480   | 322,276   | 356,270   | 356,986   | 400,261    | 401,260   | 367,956   | 307,919   | 226,884   | 3,440,006  |            |
| 1866                                  | 226,153                    | 222,241   | 290,111   | 269,249   | 329,851   | 371,844   | 321,897   | 387,269    | 322,638   | 360,223   | 323,030   | 271,247   | 2,895,163  |            |
| 1867                                  | 343,787                    | 157,832   | 235,981   | 282,185   | 335,510   | 342,385   | 354,244   | 415,982    | 408,999   | 420,782   | 369,102   | 330,169   | 3,892,861  |            |
| 1868                                  | 259,539                    | 296,498   | 261,599   | 270,386   | 335,510   | 372,461   | 405,616   | —          | —         | —         | —         | —         | —          |            |
| Chicago, Rock Island and Pacific:     |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 140,024                    | 130,225   | 122,512   | 126,798   | 144,995   | 170,937   | 189,142   | 160,306    | 210,728   | 216,030   | 194,435   | 201,184   | 1,950,267  |            |
| 1864                                  | 158,735                    | 175,452   | 243,180   | 185,013   | 198,679   | 245,178   | 224,980   | 307,874    | 375,860   | 324,866   | 336,617   | 321,037   | 2,006,470  |            |
| 1865                                  | 306,554                    | 246,331   | 289,403   | 196,580   | 234,612   | 321,818   | 244,131   | 306,281    | 389,469   | 307,523   | 370,073   | 261,779   | 3,615,614  |            |
| 1866                                  | 241,896                    | 183,335   | 257,230   | 209,090   | 277,506   | 306,693   | 288,926   | 317,977    | 400,941   | 428,474   | 345,028   | 360,268   | 3,466,923  |            |
| 1867                                  | 292,047                    | 224,621   | 272,454   | 280,283   | 251,916   | 261,488   | 274,800   | 404,600    | 566,406   | 558,200   | 415,400   | 341,600   | 4,163,912  |            |
| 1868                                  | 382,800                    | 281,900   | 282,500   | 285,700   | 308,891   | 306,200   | 328,800   | —          | —         | —         | —         | —         | —          |            |
| Chicago and Northwestern:             |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 273,576                    | 317,839   | 390,355   | 421,363   | 466,830   | 565,145   | 480,710   | 519,306    | 669,005   | 729,759   | 716,372   | 682,400   | 6,114,566  |            |
| 1864                                  | 541,006                    | 482,164   | 499,296   | 468,358   | 585,623   | 747,942   | 702,681   | 761,508    | 946,707   | 932,683   | 754,671   | 641,842   | 7,976,490  |            |
| 1865                                  | 523,566                    | 339,917   | 523,745   | 587,519   | 588,948   | 926,983   | 808,554   | 797,475    | 1,000,086 | 1,300,216 | 1,010,892 | 712,389   | 9,268,480  |            |
| 1866                                  | 696,147                    | 574,664   | 765,398   | 774,279   | 895,712   | 894,357   | 800,326   | 1,038,324  | 1,451,284 | 1,506,883 | 1,310,387 | 918,088   | 11,582,348 |            |
| 1867                                  | 741,926                    | 800,787   | 855,611   | 1,068,959 | 1,206,796 | 1,167,544 | 1,091,466 | —          | —         | —         | —         | —         | —          |            |
| Des Moines Valley:                    |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1866                                  | 40,129                     | 29,102    | 37,501    | 39,600    | 40,458    | 39,630    | 41,912    | 43,580     | 65,035    | 80,588    | 73,140    | 50,296    | 580,271    |            |
| 1867                                  | 49,694                     | 36,098    | 56,559    | 59,196    | 61,447    | 53,999    | 53,683    | 69,018     | 71,113    | 81,676    | 80,587    | 81,955    | 735,606    |            |
| Erie:                                 |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 848,993                    | 839,949   | 966,445   | 948,059   | 848,783   | 770,148   | 781,243   | 887,092    | 816,801   | 965,294   | 1,024,649 | 1,025,321 | 10,460,481 |            |
| 1864                                  | 984,837                    | 884,133   | 1,114,508 | 1,009,507 | 1,072,293 | 1,041,975 | 994,817   | 1,105,304  | 1,301,006 | 1,222,568 | 1,224,909 | 1,334,217 | 18,429,643 |            |
| 1865                                  | 1,001,007                  | 947,146   | 1,256,566 | 1,458,455 | 1,133,461 | 1,177,372 | 1,202,180 | 1,331,046  | 1,326,615 | 1,488,688 | 1,422,472 | 1,429,768 | 15,424,775 |            |
| 1866                                  | including Buffalo Division | 1,185,746 | 987,983   | 1,070,917 | 1,153,441 | 1,101,632 | 1,243,636 | 1,208,243  | 1,296,400 | 1,416,101 | 1,476,244 | 1,416,001 | 1,041,116  | 16,586,413 |
| 1867                                  | including Buffalo Division | 906,795   | 917,639   | 1,139,528 | 1,217,143 | 1,122,140 | 1,118,781 | 1,071,812  | 1,239,024 | 1,444,745 | 1,498,716 | 1,421,851 | 1,041,646  | 14,189,300 |
| 1868                                  | 1,051,520                  | —         | —         | —         | —         | —         | —         | —          | —         | —         | —         | —         | —          |            |
| Illinois Central:                     |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 296,944                    | 271,085   | 275,643   | 280,224   | 324,687   | 407,592   | 342,929   | 511,305    | 478,575   | 496,453   | 457,679   | 424,551   | 4,571,028  |            |
| 1864                                  | 327,900                    | 416,588   | 459,762   | 425,797   | 406,373   | 510,100   | 423,258   | 640,179    | 798,286   | 651,391   | 657,141   | 603,492   | 6,322,447  |            |
| 1865                                  | 571,586                    | 528,972   | 616,065   | 516,108   | 460,573   | 617,682   | 578,403   | 747,449    | 739,736   | 641,590   | 643,887   | 518,088   | 7,181,908  |            |
| 1866                                  | 608,058                    | 506,266   | 506,465   | 411,605   | 569,250   | 567,679   | 480,620   | 575,253    | 571,348   | 601,971   | 583,219   | 504,068   | 6,616,741  |            |
| 1867                                  | 647,120                    | 524,871   | 417,071   | 440,271   | 477,927   | 516,493   | 525,242   | 705,327    | 735,530   | 823,901   | 727,810   | 618,329   | 7,180,992  |            |
| 1868                                  | 519,556                    | 488,089   | 409,649   | 467,754   | 496,666   | 543,019   | 509,156   | —          | —         | —         | —         | —         | —          |            |
| Marietta and Cincinnati:              |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1865                                  | 96,672                     | 87,781    | 98,763    | 76,607    | 76,248    | 107,525   | 104,608   | 115,184    | 125,252   | 110,495   | 116,146   | 105,707   | 1,224,058  |            |
| 1866                                  | 90,411                     | 85,447    | 84,351    | 81,181    | 96,388    | 103,373   | 98,048    | 102,921    | 104,866   | 112,504   | 112,552   | 128,302   | 1,201,239  |            |
| 1867                                  | 94,136                     | 78,976    | 92,919    | 92,768    | 90,526    | 96,585    | 106,594   | 114,716    | 121,217   | 124,923   | 132,387   | 122,388   | 1,286,971  |            |
| 1868                                  | 92,433                     | 81,529    | 98,482    | 108,461   | 95,416    | 95,924    | 106,413   | —          | —         | —         | —         | —         | —          |            |
| Michigan Southern & Northern Indiana: |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 248,784                    | 230,508   | 557,327   | 268,613   | 264,885   | 241,236   | 189,145   | 238,012    | 308,106   | 375,567   | 332,260   | 348,048   | 3,302,545  |            |
| 1864                                  | 256,600                    | 304,445   | 328,454   | 330,651   | 267,126   | 318,226   | 275,591   | 358,562    | 402,219   | 407,107   | 448,934   | 411,808   | 4,120,152  |            |
| 1865                                  | 568,996                    | 366,361   | 418,974   | 365,180   | 361,369   | 387,095   | 301,813   | 418,575    | 486,808   | 524,760   | 499,072   | 361,799   | 4,826,727  |            |
| 1866                                  | 512,846                    | 277,234   | 412,715   | 418,970   | 418,024   | 384,884   | 338,858   | 384,401    | 429,177   | 496,855   | 429,846   | 352,218   | 4,650,323  |            |
| 1867                                  | 305,587                    | 311,088   | 395,372   | 409,248   | 357,749   | 307,968   | 313,180   | 434,318    | 488,588   | 530,571   | 427,786   | 380,064   | 4,665,808  |            |
| 1868                                  | 362,021                    | 338,335   | 381,497   | 455,983   | 400,486   | 363,550   | 301,495   | —          | —         | —         | —         | —         | —          |            |
| Michigan Central:                     |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1863                                  | 242,073                    | 245,868   | 256,432   | 228,495   | 226,453   | 206,221   | 183,828   | 215,449    | 308,168   | 375,488   | 339,194   | 306,188   | 3,168,066  |            |
| 1864                                  | 252,435                    | 278,848   | 345,802   | 338,276   | 271,583   | 265,780   | 233,244   | 346,781    | 408,445   | 510,502   | 405,510   | 376,470   | 3,970,946  |            |
| 1865                                  | 306,324                    | 279,137   | 344,228   | 337,241   | 401,456   | 328,665   | 329,105   | 410,513    | 476,061   | 499,094   | 447,670   | 328,670   | 4,520,550  |            |
| 1866                                  | 282,439                    | 265,796   | 387,158   | 343,787   | 365,196   | 335,083   | 324,988   | 369,646    | 429,181   | 496,840   | 414,604   | 305,669   | 4,260,115  |            |
| 1867                                  | 304,096                    | 283,661   | 375,210   | 362,783   | 323,952   | 323,552   | 314,977   | 384,021    | 398,983   | 464,778   | 506,296   | 414,934   | 3,871,973  |            |
| 1868                                  | 343,316                    | 304,315   | 326,880   | 415,758   | 369,236   | 326,501   | 321,013   | —          | —         | —         | —         | —         | —          |            |
| Milwaukee and St. Paul:               |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1867                                  | 319,763                    | 240,755   | 261,143   | 316,266   | 401,900   | 389,286   | 365,412   | 350,565    | 751,738   | 1,101,771 | 775,616   | 435,823   | 5,883,606  |            |
| 1868                                  | 368,487                    | 350,884   | 333,281   | 425,629   | 565,718   | 458,094   | 423,247   | —          | —         | —         | —         | —         | —          |            |
| New York Central:                     |                            |           |           |           |           |           |           |            |           |           |           |           |            |            |
| 1862                                  | 749,163                    | 631,968   | 710,814   | 770,223   | 736,114   | 610,417   | 749,571   | 752,841    | 892,744   | 1,018,375 | 968,238   | 1,002,766 | 9,892,244  |            |
| 1863                                  | 922,270                    | 187,569   | 867,591   | 911,397   | 839,126   | 941,165   | 816,812   | 840,450    | 1,079,656 | 1,041,522 | 1,045,401 | 1,187,518 | 11,060,853 |            |
| 1864                                  | 921,831                    | 936,587   | 659,023   | 1,105,684 | 1,004,426 | 1,029,736 | 1,065,793 | 1,373,117  | 1,450,076 | 1,327,113 | 1,187,506 | 1,116,839 | 15,367,70  |            |

## **RAILROAD AND CANAL DIVIDEND STATEMENT.**

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads.     | Stock out-standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Last Dividend Payable. |
|---------------------------------------|---------------------|-------------------|------------------------|-----------------------------------|---------------------|-------------------|------------------------|-----------------------------------|---------------------|-------------------|------------------------|
| Albany & Susquehanna...100            | \$1,675,139         | —                 | —                      | Hartford and New Haven...100      | \$6,000,000         | J. A. J & O       | July '68 3             | Portl., Saco & Portsm'th...100    | \$1,500,000         | J. & D.           | Jun.'68 3              |
| Allegheny Valley...50                 | 1,498,400           | —                 | —                      | Hannibal and St. Joseph...100     | 1,900,000           | —                 | —                      | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Alton and St. Louis...100             | 125,000             | J. A. J & O       | Oct. '67 13            | Do. do. pref. 100                 | 5,253,380           | —                 | —                      | Raleigh and Gaston...100          | 800,000             | A. & O.           | Jul. '68 3             |
| Atlanta and West Point...100          | 1,232,200           | J. & J.           | Jan. '68 3             | Hanover Branch, Pa...50           | 116,850             | M. & N.           | May '68 5              | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Atlantic & N. Carolina...100          | 5,545,225           | —                 | —                      | Housatonic...50                   | 820,000             | —                 | —                      | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Atlantic & Gt. Western...50           | 11,552,150          | —                 | —                      | " pref...50                       | 1,180,000           | J. & J.           | Jan. '68 4             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| " " " prof. 50                        | 1,919,000           | —                 | —                      | Hudson River...50                 | 1,039,710           | A. & O.           | Apl. '68 4             | Rockport...100                    | —                   | 88,400            | —                      |
| Atlantic & St. Lawrence...100         | 2,494,900           | J. & J.           | Jul. '68 2             | Huntingdon & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Augusta and Savannah...100            | 783,700             | J. & J.           | Jan. '68 4             | Hazleton...50                     | 1,615,000           | J. & J.           | Jan. '68 4             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Baltimore and Ohio...100              | 18,18,962           | A. & O.           | Apl. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Do. Washington Br...100               | 580,000             | A. & O.           | Apl. '68 4             | Hudson River...50                 | 1,039,710           | A. & O.           | Apl. '68 4             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Baltimore City Passenger...670,000    | —                   | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Jul. '68 3             |
| Bay de Noquet & Marq...100            | —                   | A. & O.           | Jan. '68 3             | Hudson River...50                 | 1,039,710           | A. & O.           | Apl. '68 4             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Bellefontaine Line...100              | 4,420,000           | F. & A.           | Feb.'68 3              | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Belvidere Delaware...100              | —                   | —                 | —                      | Hudson River...50                 | 1,039,710           | A. & O.           | Apl. '68 4             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Berkshire...100                       | 600,000             | J. A. J & O       | Jul. '68 1             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Blossburg & Corning...50              | 250,000             | J. & O.           | Dec. '67 22            | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Boston and Albany...100               | 13,726,000          | J. & J.           | Jul. '68 5             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Boston and Chelsea...100              | 110,000             | A. & O.           | Apl. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Boston, Concord & Mont...100          | 459,600             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Do. do. pref. 100                     | 1,340,400           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Boston and Lowell...100               | 3,400,400           | M. & N.           | May '68 3              | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Boston and Maine...100                | 4,076,974           | J. & J.           | July '68 5             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Boston and Providence...100           | 3,686,000           | J. & J.           | July '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Broadway (Boston)...50                | 2,100,000           | J. A. J & O       | Apl. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Brooklyn City...100                   | 1,000,000           | F. & A.           | Feb.'68 3              | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Brooklyn City & New'ln...100          | 389,800             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Buff., New York & Erie...50           | 850,000             | F. & A.           | Aug. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Buffalo and State Line...100          | 2,200,000           | F. & A.           | Aug. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Cambridge Horse (Boston)...100        | 777,800             | A. & O.           | Apl. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Camden and Amboy...60                 | 8,842,200           | F. & A.           | Aug. '68 5             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Cape Cod Branch...60                  | 721,926             | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Catavissa, pref...50                  | 1,160,000           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Cayuga & Susquehanna...50             | 2,000,000           | M. & N.           | May '68 3              | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Central of Georgia...100              | 4,686,800           | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Central of New Jersey...100           | 13,768,000          | J. A. J & O       | Apl. '68 2             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Central Ohio...100                    | 400,000             | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Do. pref...100                        | —                   | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Cen. Park, N. & E. River...100        | 970,000             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Charlotta & S. Carolina...100         | 1,201,000           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Chehaw...100                          | 380,000             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Cheshire, preferred...100             | 2,017,825           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Chicago and Alton...100               | 3,864,643           | M. & S.           | Sep. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| " " " prof. 100                       | 2,425,576           | M. & S.           | Sep. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Chicago, Buri. & Quincy...50          | 12,500,000          | M. & S.           | Sep. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Chicago and Gt. Eastern...100         | 4,390,000           | M. & S.           | Sep. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Chicago, Iowa & Nobras...50           | 1,000,000           | M. & S.           | Sep. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Chicago and Milwaukee...100           | 2,227,000           | M. & S.           | Sep. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Chicago & N. Western...100            | 18,160,922          | J. & J.           | Jun. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| " " " pref. 100                       | 12,994,710          | J. & J.           | Jun. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Chicago, R. I. & Pacific...100        | 14,000,000          | M. & N.           | Jan. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Cin. Ham. & Dayton...100              | 3,139,100           | J. & J.           | Jan. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Cincinnati City Passenger...Street    | —                   | J. & J.           | Jan. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Cincinnati and Zanesville...50        | 1,600,250           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Citizens' Passenger (Phil)...50       | 192,750             | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Clev., Olo., Clin. & Ind...60,000,000 | 6,000,000           | F. & A.           | Aug. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Cleveland & Mahoning...50             | 2,044,600           | M. & N.           | May '68 3              | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Cleveland and Pittsburg...50          | 5,424,091           | J. A. J & O       | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Cleveland and Toledo...50             | 4,841,300           | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Col. & Indianapolis Con...4,000,000   | 1,786,000           | J. A. J & O       | Jan. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Columbus and Xenia...50               | 1,987,361           | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Concord & Portsmouth...50             | 1,600,000           | M. & N.           | May '68 5              | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Coney Island & Brooklyn...50          | 350,000             | J. & D.           | Jun. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Conn. & Passump. Rivers...50          | 500,000             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Do. do. pref. 100                     | 1,673,300           | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Connecticut River...50                | 1,450,000           | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Cumberland Valley...50                | 3,116,900           | A. & O.           | Apl. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Danbury and Norwalk...100             | 306,900             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| Dayton and Michigan...100             | 2,584,941           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| Del., Lackaw. & Western...50          | 466,132             | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Des Moines Valley...50                | 1,550,000           | J. & J.           | Jul. '68 5             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Detroit & Milwaukee...50              | 452,359             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| D. Doek, R. B'dw. & Bat...100         | 1,300,000           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Dubuque and Sioux City...100          | 1,673,641           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Do. do. pref. 100                     | 1,987,361           | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Eastern (Mass)...50                   | 3,678,304           | J. & J.           | July '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Danville...100       | 2,000,000           | J. & S.           | Apr. '68 3             |
| Eastern (N. H.)...50                  | 492,500             | J. & J.           | July '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Richmond and Petersb.g...100      | 847,000             | Rich.             | —                      |
| East Tenn. and Georgia...100          | 654,600             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Fred. and Potomac...100           | 1,041,800           | Potomac           | —                      |
| East Tenn. and Virginia...100         | —                   | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rockport...100                    | —                   | 88,400            | —                      |
| Eighth Avenue (N. Y.)...100           | 1,900,000           | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rome, Water, and O'g'n'b...100    | 2,385,500           | J. & J.           | Nov.'67 2              |
| Kim., Jeffers. & Canand...500,000     | 800,000             | J. & J.           | Jul. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Rutland preferred...100           | —                   | —                 | July '68 5             |
| Kimira & Williamsport...50            | 500,000             | J. & J.           | Jul. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Saco & Portsmouth...100           | 1,500,000           | J. & D.           | Jun.'68 3              |
| Do. do. pref. 500                     | 500,000             | J. & J.           | Jul. '68 4             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Providence & Worcester...100      | 1,800,000           | J. & J.           | July '68 4             |
| Erie Railway...50                     | 10,570,100          | J. & J.           | Jul. '68 3             | Huntington & B'd Top...50         | 494,380             | May.              | M'y '68 24             | Raleigh and Gaston...100          | 800,000             | A. & O.           | Apr. '68 3             |
| Erie & North East...50                | 500,000             | —                 | —                      | Huntington & B'd Top...50         | 494,380             | May.              | M'y '6                 |                                   |                     |                   |                        |

AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description.                     | Amount.    | Interest. | Interest.       |                |         | Description.                           | Amount.   | Interest.         | Interest.     |                |      | Description. |
|----------------------------------|------------|-----------|-----------------|----------------|---------|--|-----------|-------------------|---------------|----------------|------|--------------|
|                                  |            |           | When payable.   | Where payable. | Due.    |  |           |                   | When payable. | Where payable. | Due. |              |
| Alabama and Florida:             |            |           |                 |                |         | Chicago and Milwaukee:                 | 1,728,000 | 7 Jan. & July.    | New York      | 1888           | 91   |              |
| Mortgage                         | \$300,000  | 7         |                 |                | 1867    | 1st General Mort.                      | 1,728,000 | 7 Jan. & July.    | New York      | 1888           | 91   |              |
| Convert. (guar. by Dir.)         | 150,000    | 7         |                 |                | 1863    | Chicago and Great Eastern:             | 5,600,000 | 7 Apr. & Oct.     | New York      | 1866           | 75   |              |
| Alabama and Tenn. Rivers:        |            |           |                 |                |         | 1st Mortgage                           | 5,600,000 | 7 Apr. & Oct.     | New York      | 1866           | 75   |              |
| 1st Mortgage convertible         | 823,000    | 7         | Jan. & July.    | New York       | 1872    | Chicago and Rock Island:               | 1,297,000 | 7 Jan. & July.    | New York      | 1870           | 99   |              |
| 2d Mortgage                      | 225,705    | 8         |                 |                | 1864    | 1st Mortgage                           | 6,099,000 | 7 Jan. & July.    | "             | 1894           | 94   |              |
| Albany and Susquehanna:          |            |           |                 |                |         | 1st Mort. (C. R. I. & Pa.)             | 6,099,000 | 7 Jan. & July.    | "             | 1894           | 94   |              |
| Mortgage                         | 2,114,000  | 7         | April & Oct.    | Albany         | 1883    | Chicago and Northwestern:              | 1,250,000 | 7 Feb. & Aug.     | New York      | 1885           | 99   |              |
| Allegheny Valley:                |            |           |                 |                |         | Preferred Sinking Fund                 | 8,000,000 | 7 " " "           | "             | 1885           | 92   |              |
| 1st Mortgage                     | 308,000    | 7         | April & Oct.    | Pittsburg.     | 1891    | General 1st Mortgage                   | 756,000   | 1 May & Nov.      | "             | 1885           | 98   |              |
| Atlantic and Gt. Western:        |            |           |                 |                |         | Funded Coupon Bonds                    | 3,040,000 | 7 F. M. A. & N.   | "             | 1885           | 92   |              |
| 1st Mortgage, N. Y. Division     | 895,000    | 7         | Jan. & July.    | London         | 1879    | Consolidated Sinking Fund              | 185,000   | 7 Apr. & Oct.     | "             | 1874           | 75   |              |
| 2d Mortgage                      | 774,700    | 7         | April & Oct.    | "              | 1881    | Equipment Bonds                        | 2,200,000 | 10 May & Nov.     | "             | 1875           | 100  |              |
| 1st Mortgage, Penn.              | 2,324,800  | 7         | "               | "              | 1877    | Appleton Extension Bonds               | 184,000   | 1 Feb. & Aug.     | "             | 1885           | 89   |              |
| 2d Mortgage                      | 913,500    | 7         | Jan. & July.    | "              | 1882    | Green Bay Extension Bonds              | 300,000   | 7 " " "           | "             | 1885           | 75   |              |
| 1st Mortgage, Franklin Branch    | 349,000    | 7         | June & Dec.     | New York       | 1882    | Flagg Trust Bonds                      | 200,000   | 8 Jan. & July.    | "             | 1885           | 75   |              |
| 1st Mortgage, Ohio Division      | 3,764,400  | 7         | April & Oct.    | "              | 1876    | Cincinnati, Hamilton and Dayton:       | 1,250,000 | 7 May & Nov.      | New York      | 1880           | 90   |              |
| 2d Mortgage                      | 2,880,000  | 7         | Jan. & July.    | "              | 1883    | 2d Mortgage                            | 500,000   | 8                 | "             | 1877           | ---  |              |
| 1st Mortgage, Buffalo Extension  | 1,492,000  | 7         | Feb. & Aug.     | "              | 1884    | 3d Mortgage                            | 1,250,000 | 7 May & Nov.      | New York      | 1880           | 90   |              |
| 1st Mortgage, Silver Creek       | 200,000    | 7         | March & Sept.   | "              | 1884    | Cincinnati, and Zanesville:            | 1,250,000 | 7 May & Nov.      | New York      | 1883           | ---  |              |
| Consolidated Bonds               | 16,333,500 | 7         | Quarterly.      | London         | 1890    | 1st Mortgage                           | 1,250,000 | 7 May & Nov.      | New York      | 1883           | ---  |              |
| Atlantic and St. Lawrence:       |            |           |                 |                |         | Cleveland and Mahoning:                | 550,000   | 7 Feb. & Aug.     | New York      | 1873           | 91   |              |
| Dollar Bonds (Coupon)            | 988,000    | 6         | April & Oct.    | Portland       | 1866    | 1st Mortgage                           | 587,000   | 8 March & Sept.   | "             | 1876           | ---  |              |
| Sterling Bonds (Coupon)          | 484,000    | 6         | Nov. & May.     | London         | 1878    | 3d Mortgage                            | 105,600   | 7                 | "             | 1876           | ---  |              |
| City of Portland Loan (Coupon)   | 1,000,000  | 6         | Various         | N.Y., P. & B.  | 68-70   | Hubbard Branch                         | 1,250,000 | 7 May & Nov.      | New York      | 1880           | 90   |              |
| Baltimore and Ohio:              |            |           |                 |                |         | Clev. Painesville and Ashtabula:       | 500,000   | 7 Jan. & July.    | New York      | 1878           | 100  |              |
| Maryland Sterling Bds of 1832    | 3,000,000  | 5         | Ja. Ap. Ju. Oc. | London         | 1838    | Special (Sunbury and Erie)             | 1,000,000 | 7 " " "           | "             | 1880           | ---  |              |
| Mortgage Coupon                  | 1,744,500  | 5         | April & Oct.    | Baltimore      | 1885    | 2d Mortgage                            | 1,250,000 | 7 April & Oct.    | "             | 1892           | ---  |              |
| " "                              | 602,000    | 6         | Jan. & July.    | "              | 1880    | 3d Mortgage                            | 1,250,000 | 7 May & Nov.      | "             | 1900           | 92   |              |
| " "                              | 804,250    | 6         | Jan. & July.    | "              | 1875    | Cleveland and Pittsburg:               | 1,130,000 | 7 March & Sept.   | New York      | 1873           | 95   |              |
| " "                              | 821,261    | 6         | Ja. Ap. Ju. Oc. | "              | 1867    | 2d Mort. (M. L.) or 1st Extension      | 1,003,000 | 7 May & Nov.      | "             | 1875           | 92   |              |
| Balt. City Loan of 1855          | 5,000,000  | 6         | Jan. & July.    | "              | 1890    | 3d Mort. (M. L.) or 2d Extension       | 1,106,489 | 8 Jan. & July.    | "             | 1892           | 78   |              |
| Bay de Noquet and Marquette:     |            |           |                 |                |         | 4th Mort. (M. L.) or 3d Extension      | 135,000   | 7 May & Nov.      | "             | 1900           | 92   |              |
| Income                           | 100,000    | 8         | April & Oct.    | Boston         | 1870    | Clev. Columbus and Cin.:               | 425,000   | 7 Jan. & July.    | New York      | 1883           | ---  |              |
| Bellefontaine and Indiana:       |            |           |                 |                |         | 1st Mortgage, Coupon                   | 27,000    | 7 April & Oct.    | New York      | 1867           | ---  |              |
| 1st Mortgage extended            | 1,225,000  | 7         | Jan. & July.    | New York       | 1870-70 | Junction 1st Mortgage 1st Div.         | 126,000   | 7 June & Dec.     | "             | 1872           | ---  |              |
| 2d Mortgage                      | 433,000    | 7         | "               | "              | 1870    | Junction 1st Mortgage 2d Div.          | 692,000   | 7 April & Oct.    | "             | 1886           | 97   |              |
| Income bonds                     | 87,000     |           |                 |                | 1870    | C. and T. (S. F.) Mortgage             | 2,921,000 | 7 Jan. & July.    | "             | 1885           | 101  |              |
| Belvidere Delaware:              |            |           |                 |                |         | Columbus and Indiana Central:          | 3,200,000 | 7 Jan. & July.    | New York      | 1873           | ---  |              |
| 1st Mort. (guar. C. and A.)      | 1,000,000  | 6         | June & Dec.     | New York       | 1867    | 1st mortgage                           | 1,000,000 | 7 May & Nov.      | "             | 1873           | ---  |              |
| 2d Mortgage (do.)                | 500,000    | 6         | March & Sept.   | Princeton      | 1885    | 2d mortgage                            | 1,000,000 | 7 March & Sep.    | Columbus      | 1890           | ---  |              |
| 3d Mortgage (do.)                | 745,000    | 6         | Feb. & Aug.     | "              | 1877    | Columbus and Xenia:                    | 245,000   | 6 March & Sep.    | "             | 1890           | ---  |              |
| Boston Concord and Montreal:     |            |           |                 |                |         | Mortgage                               | 250,000   | 6 March & Sept.   | Boston        | 1878           | 96   |              |
| 1st Mortgage                     | 61,000     | 6         | Feb. & Aug.     | Boston         | 1885    | Connecticut River:                     | 250,000   | 6 June & Dec.     | Boston        | 1878           | 96   |              |
| 1st Mortgage                     | 300,000    | 7         | "               | New York       | 1865    | 1st Mortgage                           | 161,000   | 8 April & Oct.    | Philadelphia  | 1904           | 106  |              |
| 2d Mortgage Coupons              | 100,000    | 7         | Jan. & July.    | Boston         | 1870    | 2d Mortgage                            | 109,500   | 8 " " "           | "             | 1904           | ---  |              |
| 2d Mortgage Coupons              | 250,000    | 7         | "               | New York       | 1870    | 1st Mortgage                           | 283,000   | 7 Jan. & July.    | New York      | 1867           | 83   |              |
| Sinking Fund                     | 336,000    | 6         | "               | Boston         | 1889    | 2d Mortgage                            | 2,589,000 | 7 " " "           | "             | 1881           | 87   |              |
| Boston and Lowell:               |            |           |                 |                |         | 3d Mortgage                            | 642,000   | 7                 | "             | "              | "    |              |
| Mortgage                         | 440,000    | 6         | Jan. & July.    | Boston         | 1873    | 4th Mortgage                           | 169,500   | 7                 | "             | "              | "    |              |
|                                  | 200,000    | 6         | April & Oct.    | "              | 1879    | Toledo depot bonds                     | 169,500   | 7                 | "             | "              | "    |              |
| Buffalo, Bradford and Pittsburg: |            |           |                 |                |         | Dayton and Western:                    | 289,000   | 7 March & Sept.   | New York      | 1882           | 50   |              |
| 1st Mortgage                     | 1,766,000  | 7         | Jan. & July.    | New York       | 1886    | 1st Mortgage                           | 250,000   | 7 June & Dec.     | "             | 1875           | 40   |              |
| Buffalo, New York and Erie:      |            |           |                 |                |         | 2d Mortgage                            | 170,000   | 7 Jan. & July.    | Philadelphia  | 1875           | 91   |              |
| 1st Mortgage coupon              | 2,000,000  | 7         | June & Dec.     | New York       | 1877    | 1st Mort. (S. F.) coupon               | 572,000   | 7 Jan. & July.    | New York      | 1871           | 97   |              |
| 2d Mortgage coupon               | 280,000    | 7         | May & Nov.      | "              | 1872    | 1st Mortgage (Lack. & Western)         | 1,222,500 | 7 April & Oct.    | "             | 1876           | 94   |              |
| Buffalo and State Line:          |            |           |                 |                |         | 2d Mortgage                            | 1,668,000 | 7 March & Sept.   | "             | 1881           | 100  |              |
| 1st Mortgage                     | 500,000    | 7         | April & Oct.    | New York       | 1866    | Des Moines Valley:                     | 2,310,000 | 8 April & Oct.    | New York      | 1877           | 97   |              |
| Income (\$ in '98, \$ in '72)    | 200,000    | 7         | Jan. & July.    | "              | 1866    | 1st Mortgage coupon                    | 462,000   | 7 Jan. & July.    | "             | 1884           | 80   |              |
| Special Erie and North-East      | 149,000    | 7         | "               | "              | 1870    | Income                                 | 289,000   | 7 May & Nov.      | New York      | 1882           | 50   |              |
| Burlington and Missouri:         |            |           |                 |                |         | 1st Mort. (S. F.) coupon 1st Div.      | 300,000   | 7 May & Nov.      | New York      | 1883           | 88   |              |
| New Land Mortgage                | 1,429,000  | 7         | April & Oct.    | New York       | 1870    | 2d Mortgage                            | 300,000   | 7 June & Dec.     | "             | 1875           | 40   |              |
| Convertible bonds                | 600,000    | 7         | Jan. & July.    | "              | 1870    | 1st Mort. (S. F.) coupon 2d Div.       | 170,000   | 6 " " "           | Philadelphia  | 1875           | 91   |              |
| Old Road bonds                   | 121,160    | 7         |                 |                |         | 2d Mortgage (convertible)              | 2,500,000 | 7 Jan. & July.    | New York      | 1876           | 81   |              |
| Camden and Amboy:                |            |           |                 |                |         | 2d Mortgage                            | 1,000,000 | 8 " " "           | "             | 1866           | ---  |              |
| English debt (S. F.) £380,550    | 1,841,862  | 6         | Semi-annual.    | London         | 1880    | 3d Mortgage (convertible)              | 1,222,500 | 7 Jan. & July.    | Boston        | 1874           | 97   |              |
| American Loan                    | 3,336      | 6         | "               | New York       | 1864    | 4th Mortgage (G. W. R. R.)             | 750,000   | 10 " " "          | "             | 1883           | ---  |              |
| Loan for \$500,000               | 210,800    | 6         | "               | "              | 1867    | 1st Mort. (S. F.) coupon 3d Div.       | 300,000   | 7 May & Nov.      | New York      | 1883           | 88   |              |
| " " \$300,000                    | 338,040    | 6         | "               | "              | 1870    | Construction bonds, 2d Div'n.          | 660,000   | 7 May & Nov.      | "             | 1883           | 88   |              |
| " " \$675,000                    | 675,000    | 6         | April & Oct.    | "              | 1875    | 2d Mortgage (convertible)              | 420,000   | 5 Jan. & July.    | London        | 1872           | ---  |              |
| " " \$1,700,000                  | 1,700,000  | 6         | Feb. & Aug.     | "              | 1883    | 3d Mortgage (convertible)              | 739,200   | 6 Feb. & Aug.     | Boston        | 1874           | 97   |              |
| " " \$2,500,000                  | 887,000    | 5         | May & Nov.      | "              | 1888    | 1st M. (State) \$75,000 a yr after '64 | 425,000   | 5 Ja. Ap. Ju. Oc. | "             | 1881           | ---  |              |
| Consolid. Mort. Loan \$5,000,000 | 4,437,300  | 6         | June & Dec.     | "              | 1889    | Easex Railroad Bonds                   | 214,400   | 6                 | "             | 1876           | ---  |              |
| Camden and Atlantic:             |            |           |                 |                |         | East Tennessee and Georgia:            | 189,480   | ---               | "             | "              | "    |              |
| 1st Mortgage Coupon              | 490,000    | 7         | Jan. & July.    | Cooper's Point | 1872    | Endorsed by State of Tennessee         | 180,480   | ---               | "             | "              | "    |              |
| 2d Mortgage                      | 498,000    | 7         | April & Oct.    | "              | 1879    | Mortgage (ordinary)                    | 780,480   | ---               | "             | "              | "    |              |
| Ontariwise:                      |            |           |                 |                |         | State of Tennessee Bonds               | 1,399,000 | 6                 | "             | "              | "    |              |
| 1st Mortgage                     | 279,000    | 7         | May & Nov.      | Philadelphia   | 1882    | Endorsed by State of Tennessee         | 185,000   | 6                 | "             | "              | "    |              |
| Central of New Jersey:           |            |           |                 |                |         | 1st Mortgage (after State)             | 174,000   | ---               | "             | "              | "    |              |
| 1st Mortgage                     | 900,000    | 7         | Feb. & Aug.     | New York       | 1870    | 2d Mortgage bonds                      | 14,000    | ---               | "             | "              | "    |              |
| 2d Mortgage                      | 600,000    | 7         | May & Nov.      | "              | 1875    | Elmira and Williamsport:               | 1,000,000 | 7 Jan. & July.    | Philadelphia  | 1880           | 94   |              |
| Central Ohio:                    |            |           |                 |                |         | 1st Mortgage                           | 570,000   | 5 April & Oct.    | "             | "              | 62   |              |
| 1st Mortgage W. Div.             | 450,000    | 7         | May & Nov.      | Zanesville     | 1890    | Five per cent bonds                    | 1,000,000 | 7 Jan. & July.    | Philadelphia  | 1880           | 94   |              |
| 1st Mortgage E. Div.             | 300,000    | 7         | Feb. & Aug.     | "              | 1883    | Eric and North-East:                   | 1,000,000 | 5 April & Oct.    | "             | "              | 62   |              |
| 2d Mortgage                      | 800,000    | 7         | March & Sept.   | Baltimore      | 1885    | Exchanged for Buff. and St. L.         | 140,000   | 7 Jan. & July.    | New York      | 1871           | ---  |              |
| 3d Mortgage (S. F.)              | 960,000    | 7         | "               | "              | 1888    | Evanston and Crawfordsville:           | 1,000,000 | 7 May & Nov.      | New York      | 1869           | ---  |              |
| 4th Mortgage (S. F.)             | 1,265,800  | 7         | "               | "              | 1875    | Mortgage Bonds                         | 150,000   | 7 Feb. & Aug.     | "             | 1881           | ---  |              |
| Income                           | 1,102,200  | 7         | Jan. & July.    | "              | 1875-70 | Mortgage Bonds                         | 1,000,000 | 7 May & Nov.      | New York      | 1869           | ---  |              |
| Central Pacific of California:   |            |           |                 |                |         | Florida:                               | 1,055,000 | 7                 | "             | "              | "    |              |
| 1st Mortgage                     | 7,838,000  | 6         | Jan. & July.    | New York       | 1866    | Internal Improvement (State)           | 1,055,000 | 7                 | "             | "              | "    |              |
| Convertible bonds                | 1,500,000  | 7         | "               | "              | 1883    | Free Land, 2d Mortgage                 | 1,500,000 | 8                 | "             | "              | "    |              |
| Cheshire:                        |            |           |                 |                |         |  |           |                   |               |                |      |              |
| Bonds of '75, '77, '80           | 678,200    | 6         | Jan. & July.    | Boston         | 1866    |  |           |                   |               |                |      |              |
| Obago, Burlington & Quincy:      |            |           |                 |                |         |  |           |                   |               |                |      |              |
| Trust Mort. S. F. convertible    | 2,000,000  | 8         |                 |                |         |  |           |                   |               |                |      |              |

## AMERICAN RAILROAD BOND LIST.

\*) signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. var." that the bonds fall due at different periods.

| Description.                        | Amount    | Interest. | Interest.     |                |         | Description. | Amount                              | Interest.   | Interest.     |                |               |         |
|-------------------------------------|-----------|-----------|---------------|----------------|---------|--------------|-------------------------------------|-------------|---------------|----------------|---------------|---------|
|                                     |           |           | When payable. | Where payable. | Due.    |              |                                     |             | When payable. | Where payable. | Due.          | Price.  |
| Florida, Atlantic and Gulf Central: |           |           |               |                |         |              |                                     |             |               |                |               |         |
| Internal Improvement (State) -      | \$300,000 | 7         |               |                |         | 1891         |                                     |             |               |                |               |         |
| Free Land, 2d Mortgage -            | 200,000   | 8         |               |                |         | 1891         |                                     |             |               |                |               |         |
| Galena and Chicago Union:           |           |           |               |                |         |              |                                     |             |               |                |               |         |
| 1st Mortgage Coupon -               | 1,919,000 | 7         | Feb. & Aug.   | New York       | 1882    | 100          | Memphis and Charleston              |             |               |                |               |         |
| 2d Mortgage (S. F.) Coupon -        | 1,175,000 | 7         | May & Nov.    | "              | 1876    | 96           | State (Tenn.) Loan                  | \$1,595,520 | 6             | Jan. & July.   | New York      | 1892    |
| Elgin and State Line -              | 180,000   | 7         | Jan. & July.  | "              | 1879    |              | 1st Mortgage                        | 1,254,000   | 7             | May & Nov.     | "             | 1890    |
| Mississippi River Bridge -          | 200,000   | 7         | Jan. & July.  | "              | 1884    |              | 2d Mortgage                         | 1,000,000   | 7             | Jan. & July.   | "             | 1885    |
| Great Western, Ill.:                |           |           |               |                |         |              | Michigan Central:                   |             |               |                |               |         |
| 1st Mortgage Western Division       | 1,000,000 | 10        | April & Oct.  | New York       | 1868    | 102          | 1st Mortgage sterling               | 467,456     | 6             | Jan. & July.   | London        | 1872    |
| Eastern "                           | 45,000    | 7         | Feb. & Aug.   | "              | 1888    |              | 1st Mortgage Stg (convertible)      | 500,000     | 8             | March & Sept.  | "             | 1869    |
| 1st Mortgage whole line -           | 2,500,000 | 7         | "             | "              | 1888    | 88           | 1st Mortgage (convert.) Dollar      | 1,777,000   | 8             | "              | N.Y. & Boston | 1869    |
| 2d Mortgage "                       | 2,500,000 | 7         | May & Nov.    | "              | 1893    | 76           | 1st Mortgage (convert.) Dollar      | 288,000     | 8             | April & Oct.   | "             | 1882    |
| Hannibal and St. Joseph:            |           |           |               |                |         |              | 1st Mortgage (S. F.) convertible    | 4,231,500   | 8             | "              | "             | 1864    |
| Missouri State Loan (1st lien) -    | 3,000,000 | 6         | Jan. & July.  | New York       | 178-78  | 92           | Mich. Southern and N'n Indiana:     |             |               |                |               |         |
| Land Security -                     | 3,344,600 | 7         | April & Oct.  | "              | 1881    | 96           | Northern Indiana 1st                | 640         | 7             | Feb. & Aug.    | New York      | 1861    |
| Convertible Bonds -                 | 822,000   | 7         | Jan. & July.  | "              | 1888    | 98           | Goshen Air Line                     | 837,000     | 7             | Feb. & Aug.    | "             | 1888    |
| Harrisburg and Lancaster:           |           |           |               |                |         |              | Detroit and Toledo                  | 924,000     | 7             | "              | "             | 95      |
| New Dollar Bonds -                  | 661,000   | 6         | Jan. & July.  | Philadelphia   | 1883    | 89           | 1st General Mortgage (S. F.)        | 4,768,000   | 7             | May & Nov.     | "             | 1886    |
| Hartford and New Haven:             |           |           |               |                |         |              | 2d General Mortgage                 | 2,693,000   | 7             | "              | "             | 100     |
| 1st Mortgage -                      | 927,000   | 6         | Feb. & Aug.   | New York       | 1883    | 99           | Milwaukee and St. Paul:             |             |               |                |               |         |
| Housatonic:                         |           |           |               |                |         |              | 1st Mortgage                        | 4,598,000   | 7             | Jan. & July.   | New York      | 1893    |
| 1st Mortgage -                      | 302,500   | 6         | Jan. & July.  | Bridgeport     | 1877    |              | 2d Mortgage                         | 1,500,500   | 7             | April & Oct.   | "             | 1884    |
| Houston and Texas Central:          |           |           |               |                |         |              | Real Estate Purchase                | 185,500     |               |                |               | 90      |
| State (1st Lien) Loan -             | 210,000   |           |               |                |         |              | 1st Mortgage (coupon)               | 390,500     | 7             | Jan. & July.   | New York      | 1891    |
| Mortgage -                          | 125,000   | 7         |               |                |         |              | Real Estate                         | 1,206,000   | 7             | Jan. & July.   | "             | 1892    |
| Hudson River:                       |           |           |               |                |         |              | Mississippi Central:                |             |               |                |               | 61      |
| 1st Mortgage -                      | 4,000,000 | 7         | Feb. & Aug.   | New York       | 1889-70 | 100          | 1st Mortgage                        | 1,246,000   | 7             | May & Nov.     | New York      |         |
| 2d Mortgage (S. F.) -               | 2,000,000 | 7         | June & Dec.   | "              | 1885    | 106          | 2d Mortgage                         | 1,517,600   | 8             | Feb. & Aug.    | "             |         |
| 3d Mortgage -                       | 1,840,000 | 7         | May & Nov.    | "              | 1875    | 101          | Mississippi Central and Tenn.:      |             |               |                |               |         |
| Convertible -                       | 1,002,000 | 7         | "             | "              | 1887    | 100          | State (Tenn.) Loan                  | 529,000     | 6             |                |               |         |
| Illinois Central:                   |           |           |               |                |         |              | Mississippi and Tennessee:          |             |               |                |               |         |
| Optional Right Bonds -              | 26,000    | 7         | Jan. & July.  | New York       | 1868    |              | Tennessee State Loan                | 167,840     | 6             | Jan. & July.   | New York      | 1885    |
| Construction -                      | 5,000,500 | 7         | April & Oct.  | London         | 1875    |              | 1st Mortgage                        | 600,000     | 6             | "              | London        |         |
| Construction -                      | 2,429,000 | 6         | "             | New York       | 1875    | 120          | Income Bonds                        | 297,500     | 8             | "              | Mobile        |         |
| Redemption bonds -                  | 2,568,000 | 6         | "             | "              | 1890    |              | Mobile and Ohio:                    |             |               |                |               |         |
| Sterling Redemption bonds -         | 363,000   | 7         | "             | London         | 1875    |              | Tennessee State Bonds               | 1,099,100   | 6             | Jan. & July.   | New York      | 1882    |
| Illinois and Southern Iowa:         |           |           |               |                |         |              | Sterling (1st mort.) Bonds          | 4,187,000   | 6             | "              | London        |         |
| 1st Mortgage -                      | 300,000   | 7         | Feb. & Aug.   | New York       | 1882    | 74           | Bonds                               | 600,000     | 6             | "              | Mobile        |         |
| Indiana Central:                    |           |           |               |                |         |              | Bonds                               | 100,000     | 7             | Jan. & July.   | N. Y. & Mob.  | 1861    |
| 2d Mortgage -                       | 264,000   | 10        | Jan. & July.  | New York       | 1870    | 100          | Bonds                               | 625,700     | 8             | "              | Mobile        | 1862-68 |
| Indianapolis and Cincinnati:        |           |           |               |                |         |              | Bonds                               | 75,342      | 8             | "              | "             |         |
| 1st Mortgage -                      | 500,000   | 7         | Jan. & July.  | New York       | 1888    | 98           | Monggomery and West Point:          |             |               |                |               |         |
| Ind. Pittsburg and Cleveland:       |           |           |               |                |         |              | Mortgage (due 1863 and '65)         | 30,500      | 6             |                |               |         |
| 1st Mortgage -                      | 650,000   | 7         | Jan. & July.  | New York       | 1870    |              | Mortgage                            | 61,500      | 8             |                |               |         |
| 2d Mortgage -                       | 347,000   | 7         | "             | "              |         |              | Bonds                               | 100,000     | 7             | Jan. & July.   |               |         |
| Indianapolis and Madison:           |           |           |               |                |         |              | Bonds                               | 299,200     | 7             |                |               |         |
| Mortgage -                          | 640,000   | 7         | May & Nov.    | New York       | 1881    | 86           | Bonds                               | 639,500     | 8             |                |               |         |
| Jeffersonville:                     |           |           |               |                |         |              | Monggomery and West Point:          |             |               |                |               |         |
| 1st Mortgage -                      | 187,000   | 7         | March & Sept. | New York       | 1861    | 85           | Mortgage (due 1863 and '65)         | 30,500      | 6             |                |               |         |
| 2d Mortgage -                       | 392,000   | 7         | April & Oct.  | "              | 1873    | 66           | Mortgage                            | 61,500      | 8             |                |               |         |
| Joliet and Chicago:                 |           |           |               |                |         |              | Bonds                               | 100,000     | 7             | Jan. & July.   |               |         |
| 1st Mortgage (S. F.) -              | 500,000   | 8         | April & Oct.  | New York       | 1883    | 101          | Bonds                               | 299,200     | 7             |                |               |         |
| Joliet and N. Indiana:              |           |           |               |                |         |              | Bonds                               | 639,500     | 8             |                |               |         |
| 1st Mortgage (guar.) -              | 800,000   | 8         | Jan. & July.  | New York       | 1874    |              | Morris and Essex:                   |             |               |                |               |         |
| Kennebec and Portland:              |           |           |               |                |         |              | 1st Mortgage (S. F.)                | 5,000,000   | 7             | May & Nov.     | New York      | 1915    |
| 1st Mortgage (City and Town) -      | 500,000   | 6         | April & Oct.  | Boston         | 1870    |              | 2d Mortgage                         | 1,500,000   | 7             | Feb. & Aug.    | "             | 100     |
| 2d Mortgage -                       | 230,000   | 6         | "             | Augusta        | 1861    |              | Muscogee:                           |             |               |                |               |         |
| *Kentucky Centr. (Cov. and Lex.)    |           |           |               |                |         |              | 1st Mortgage                        | 249,000     | 7             |                |               |         |
| 1st Mortgage -                      | 160,000   | 6         |               |                |         |              | 2d Mortgage                         | 1,500,000   | 6             |                |               |         |
| 1st Mortgage -                      | 280,000   | 7         |               |                |         |              | Extension                           | 224,000     | 7             | Jan. & July.   | Bridgeport    | 1876    |
| 2d Mortgage (convertible) -         | 1,006,000 | 7         |               |                |         |              | 1st Mortgage conv.                  |             |               |                |               |         |
| Lehigh Valley:                      |           |           |               |                |         |              | *New Albany and Salem:              |             |               |                |               |         |
| 1st Mortgage -                      | 1,477,000 | 6         | May & Nov.    | Philadelphia   | 1873    | 94           | 1st Mortgage                        | 2,235,000   | 6             |                |               |         |
| La Crosse and Milwaukee:            |           |           |               |                |         |              | 1st Mortgage                        | 116,000     | 6             | May & Nov.     | New Haven     | 1868    |
| 1st Mortgage (Eastern Div.) -       | 875,000   | 7         | May & Nov.    | Milwaukee      | 1872    |              | 2d Mortgage                         | 200,000     | 6             | Jan. & July.   | "             | 1878    |
| Lackawanna and Bloomsburg:          |           |           |               |                |         |              | Extension                           | 116,000     | 6             | May & Nov.     | New Haven     | 1869    |
| 1st Mortgage -                      | 2,024,578 | 7         | Jan. & July.  | Philadelphia   | 1881    |              | 1st Mortgage                        | 500,000     | 7             | Jan. & July.   | New Haven     | 1869    |
| Lexington and Frankfort:            |           |           |               |                |         |              | 1st Mortgage                        | 103,000     | 6             |                |               |         |
| Mortgage, due 1869 and '74 -        | 63,000    | 6         | Jan. & July.  | Lexington      | 1869-74 |              | 2d Mortgage                         | 200,000     | 6             | Jan. & July.   | New Haven     | 1868    |
| Little Miami:                       |           |           |               |                |         |              | Extension                           | 116,000     | 6             | May & Nov.     | "             | 1878    |
| Mortgage (coupon) -                 | 1,489,000 | 6         | May & Nov.    | New York       | 1883    | 100          | 1st Mortgage                        | 2,235,000   | 6             |                |               |         |
| Long Island:                        |           |           |               |                |         |              | 2d Mortgage                         | 116,000     | 6             | May & Nov.     |               |         |
| State Loan (S. F.) -                | 100,000   | 6         | Jan. & July.  | New York       | 1876    | 92           | 1st Mortgage                        | 500,000     | 7             | Jan. & July.   | New Haven     | 1869    |
| 1st Mortgage -                      | 500,000   | 6         | "             | "              | 1870    |              | 2d Mortgage                         | 100,000     | 7             | "              |               |         |
| Ext. bonds (Hunter's Point) -       | 175,000   | 7         | Feb. & Aug.   | "              | 1890    |              | 1st Mortgage                        | 500,000     | 7             | Jan. & July.   | New Haven     | 1869    |
| Ext. bonds (Glen Cove Br.) -        | 150,000   | 6         | May & Nov.    | "              | 1893    |              | 2d Mortgage                         | 103,000     | 6             |                |               |         |
| Long Dock Co.:                      |           |           |               |                |         |              | 1st Mortgage                        | 200,000     | 6             | Jan. & July.   | New Haven     | 1868    |
| Mortgage Bonds -                    | 2,007,000 | 7         | June & Dec.   | New York       | 1882    | 97           | Extension                           | 116,000     | 6             | May & Nov.     | "             | 1878    |
| Louisville and Frankfort:           |           |           |               |                |         |              | 1st Mortgage                        | 2,741,000   | 8             | Jan. & July.   | New York      | 1886    |
| Louisville Loan -                   | 100,000   | 6         | Jan. & July.  | New York       | 1881    |              | 2d Mortgage                         | 241,000     |               |                |               |         |
| 1st Mortgage -                      | 120,000   | 6         | "             | "              | 1881    |              | 1st Mortgage Coupon                 | 1,500,000   | 6             |                |               |         |
| Louisville and Nashville:           |           |           |               |                |         |              | 1st Mortgage Bonus                  | 2,741,000   | 8             | Jan. & July.   | New York      | 1886    |
| 1st Mortgage Main Stem -            | 1,594,000 | 7         | Feb. & Aug.   | New York       | 1889-77 |              | N. Orleans, Opelousa, and Gt. West: |             |               |                |               |         |
| Lebanon Branch 1st Mortgage -       | 600,000   | 7         |               |                | 1890-88 |              | Louisiana State Loan                | 650,000     | 6             |                |               |         |
| Memphis Branch 1st Mortgage -       | 267,000   | 7         |               |                | 1890-75 |              | New Orleans City Subscription       | 1,500,000   | 5             |                |               |         |
| Bardstown and Louisville -          | 30,000    | 7         |               |                | 1870    |              | 1st Mort. Construction              | 1,730,600   | 8             |                |               |         |
| City of Louisville bonds -          | 1,074,000 |           |               |                | 1886-87 |              | New York Central:                   |             |               |                |               |         |
| Louisville, Cin. and Lexington:     |           |           |               |                |         |              | Premium (S. F.) Bonds               | 6,189,954   | 6             | May & Nov.     | New York      | 1883    |
| 1st Mort. (\$3,000,000) -           | 1,500,000 | 7         | Jan. & July   | New York       | 1897    | 86           | Funding (S. F.) Bonds               | 1,514,000   | 7             | Feb. & Aug.    | "             | 104     |
| Maine Central:                      |           |           |               |                |         |              | Exchanged Stks (S. F.) Bds.         | 694,000     | 6             | May & Nov.     | "             | 1883    |
| Loan \$1,100,000 -                  | 1,092,900 | 6         |               |                | 1890-81 |              | "                                   | 77,000      | 6             | "              | "             | 1883    |
| Loan \$400,000 -                    | 314,100   | 6         |               |                | 1890-71 |              | Real Estate (S. F.) Bonds           | 165,000     | 6             | "              | "             | 1883    |
| McMinnville and Manchester:         |           |           |               |                |         |              | Real Estate Bonds & Mortgages       | 181,318     | 7             | var.           | "             | 1883    |
| State (Tenn.) -                     | 372,000   | 6         |               |                |         |              | "                                   | 45,550      | 6             | "              | "             | 1883    |
| Mortgage -                          | 24,000    | 7         |               |                |         |              | Bonds of Aug. 1859, Convertible     | 453,000     | 7             | Feb. & Aug.    | "             | 1883    |
| Marietta and Cincinnati:            |           |           |               |                |         |              | Bonds of Oct. 1863, (S. F.)         | 2,900,000   | 6             | June & Dec.    | "             | 96      |
| 1st Mortgage Bonds -                | 2,328,335 | 7         | Feb. & Aug.   | Baltimore      | 1891    | 92           | New York and Erie                   |             |               |                |               |         |
| 1st Mortgage Sterling -             | 1,000,000 | 7         | "             | "              | 1891    |              | 1st Mortgage                        | 3,000,000   | 7             | May & Nov.     | New York      | 1887    |
| 2d Mortgage -                       | 500,000   | 7         | May & Nov.    | "              | 1888    | 77           | 2d Mortgage                         | 4,000,000   | 7             | March & Sept.  | "             | 103     |
| Scioto & Hocking Val. R. mort.      | 300,000   | 7         | "             | "              |         |              | 3d Mortgage                         | 6,000,000   | 7             | "              | "             | 94      |
| Memphis, Clarissa, and Louis.       |           |           |               |                |         |              | 4th Mortgage                        | 4,411,000   | 7             | April & Oct.   | "             | 93      |
| State (Tenn.) Loan -                | 910,000   | 6         |               |                |         |              | 5th Mortgage                        | 926,500     | 7             | June & Dec.    | "             | 90      |
| Memphis and N. Rio.                 |           |           |               |                |         |              | Buffalo Branch                      | 186,400     | 7             | Jan. & July.   | "             | 89      |
| Memphis and Cincinnati.             |           |           |               |                |         |              | Sterling Bonds                      | 2,875,520   |               |                |               |         |

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description                         | Amount      | Interest | Interest.      |                |         |       | Description                        | Amount    | Interest | Interest.     |                |         |       |
|-------------------------------------|-------------|----------|----------------|----------------|---------|-------|------------------------------------|-----------|----------|---------------|----------------|---------|-------|
|                                     |             |          | When payable.  | Where payable. | Due     | Price |                                    |           |          | When payable. | Where payable. | Due     | Price |
|                                     |             |          |                |                |         |       |                                    |           |          |               |                |         |       |
| North Carolina:                     |             |          |                |                |         |       |                                    |           |          |               |                |         |       |
| Mortgage Loan                       | \$239,000   | 8        | Mar. & Sept.   | -----          | 1857    | ---   | Richmond and Danville:             | 200,000   | 7        | April & Oct.  | Richmond,      | 75-76   |       |
| North-Eastern (S. C.):              |             |          |                |                |         |       | Guaranteed by State                | 425,000   | 7        | Feb. & Aug.   | "              | 1876    | 74    |
| 1st Mortgage                        | 700,000     | 7        | March & Sep.   | Charleston.    | 1859    | ---   | Mortgage (Coupon)                  | 504,000   | 7        | "             | "              | 1878    | 74    |
| 2d Mortgage                         | 145,000     | 7        | "              | "              | 1868    | ---   | Mortgage (Registered)              |           |          |               |                |         |       |
| Prof. Stock (sec'd 2d mort. bds)    | 185,000     | 8        | May & Nov.     | "              | 1873    | ---   | Richmond and Petersburg:           | 130,500   | 7        | June & Dec.   | Petersburg.    | 1876    |       |
| Northern Central:                   |             |          |                |                |         |       | Mortgage bonds                     | 175,000   | 8        | March & Sept. | Petersburg.    | 1876    |       |
| Md. State Loan (Irredeemable)       | 1,500,000   | 6        | Ja. Ap. Ju.Oc. | Baltimore.     | 1875    | 89    | Rome, Watertown and Ogdensb.:      | 530,000   | 7        | June & Dec.   | New York.      | 1891    |       |
| York and Cumberland 1st Mort.       | 175,000     | 6        | May & Nov.     | "              | 1870    | 99    | 1st Mortgage (S. F.):              | 1,300,000 | 7        | Feb. & Aug.   | Boston.        | 1863    | 162   |
| York and Cumberland 2d Mort.        | 25,000      | 6        | Jan. & July.   | "              | 1871    | ---   | 2d Mortgage                        | 987,500   | 7        | "             | "              | 1863    | 66    |
| Y. and C. guar. by Balt. 3d Mort.   | 500,000     | 6        | "              | "              | 1877    | 94    | 3d Mortgage                        | 440,000   | 7        | "             | "              | 1863    | 3     |
| Northern Central, 2d Mort.          | 2,500,000   | 6        | Jan. & July.   | "              | 1885    | 85    | Sacramento Valley:                 |           |          |               |                |         |       |
| North. Oen. 3d Mort. (\$2,500,000)  | 1,064,500   | 6        | April & Oct.   | "              | 1900    | 83    | 1st Mortgage                       | 400,000   | 10       | Jan. & July.  | New York.      | 1875    | 118   |
| North Pennsylvania:                 |             |          |                |                |         |       | 2d Mortgage                        | 325,000   | 10       | Feb. & Aug.   | San Francisco. | 1881    |       |
| Mortgage                            | 2,500,000   | 6        | April & Oct.   | Philadelphia.  | 1875    | 89    | Sandusky, Dayton and Cincinnati:   | 981,000   | 7        | Feb. & Aug.   | "              | 1900    | 76    |
| Chattel Mortgage                    | 360,000     | 10       | "              | "              | 1887    | 112   | 1st Mortgage                       | 145,000   | 7        | ---           |                | 1875    |       |
| Northern (N. H.):                   |             |          |                |                |         |       | 3d Mortgage                        | 78,912    | 6        | ---           |                | 1878    |       |
| Bonds due 1864 and 1874             | 145,400     | 6        | April & Oct.   | Boston.        | 1874    | 94    | Six per cents                      |           |          |               |                |         |       |
| Norwich and Worcester:              |             |          |                |                |         |       | Sand'sky, Mansfield and Newark:    |           |          |               |                |         |       |
| Mass. State Loan                    | 185,000     | 6        | Jan. & July.   | Boston.        | 1877    | ---   | 1st Mortgage                       | 1,290,000 | 7        | Jan. & July.  | New York.      | 1868    |       |
| Bonds for Dividend Scrip            | 59,000      | 7        | "              | New York.      | 1874    | ---   | 2d Mortgage                        | 210,000   | 7        | ---           |                | 1880    |       |
| Steamboat Bonds                     | 70,500      | 7        | Feb. & Aug.    | "              | "63-'70 | ---   | 3d Mortgage                        | 71,000    | 7        | ---           |                | 1870    |       |
| Ohio and Mississippi:               |             |          |                |                |         |       | Registered Convertible             | 123,983   | 7        | ---           |                | 1872    |       |
| 1st Mortgage—Eastern Division       | 2,050,000   | 7        | Jan. & July.   | New York.      | 1872    | 96    | South Carolina:                    |           |          |               |                |         |       |
| 1st Mortgage—Western                | " 850,000   | 7        | "              | "              | 1872    | ---   | State Loan                         | 187,000   | 6        | ---           |                | 1868    |       |
| 2d Mortgage—Western                 | " 750,000   | 7        | "              | "              | 1874    | ---   | Domestic Bonds                     | 284,500   | 6        | Jan. & July.  | "              | 75-76   |       |
| Orange and Alexandria:              |             |          |                |                |         |       | Domestic Bonds                     | 642,500   | 7        | April & Oct.  | "              | 69-91   |       |
| 1st Mortgage                        | 400,000     | 6        | May & Nov.     | New York.      | 1866    | ---   | Sterl. Skg'd bds after Jan. 1, '70 | 2,012,994 | 5        | Jan. & July.  | London.        | 1888    |       |
| 2d Mortgage or 1st Extension        | 1,110,500   | 6        | Jan. & July.   | "              | 1875    | ---   | Do. do. do.                        | 273,167   | 5        | Jan. & July.  | Charleston.    | 1888    |       |
| 2d Extension                        | 570,500     | 8        | May & Nov.     | "              | 1873    | 79    | Southern Mississippi:              | 500,000   | ---      | ---           |                |         |       |
| Ogdensburg & Lake Champlain:        |             |          |                |                |         |       | 1st Mortgage                       | 437,000   | ---      | ---           |                |         |       |
| 1st Mortgage                        | 1,267,100   | 7        | April & Oct.   | Boston.        | 1869    | 100   | South-Western (Ga.):               |           |          |               |                |         |       |
| Oswego and Syracuse:                |             |          |                |                |         |       | 1st Mortgage                       | 1,500,000 | 7        | Jan. & July.  | Philadelphia.  | 1870    | 70    |
| 1st Mortgage                        | 386,000     | 6        | Jan. & July.   | Oswego.        | '70-'80 | ---   | St. Louis, Alton & Terre Haute:    | 1,400,000 | 7        | April & Oct.  | New York.      | 1875    | 100   |
| Pacific (Mo.):                      |             |          |                |                |         |       | 1st Mortgage (series A)            | 1,100,000 | 7        | Jan. & July.  | New York.      | 1894    | 94    |
| Construction Main Line              | 1,500,000   | 7        | Jan. & July.   | New York.      | '68-'70 | 94    | (series B)                         | "         | 4        | April & Oct.  | "              | 1894    | "     |
| Panama:                             |             |          |                |                |         |       | 2d Mortgage (series C)             | 1,100,000 | 7        | Feb. & Aug.   | "              | 82      |       |
| 1st Mortgage Sterling               | 416,000     | 7        | April & Oct.   | London.        | 1870    | ---   | 3d Mortgage (series D)             | 1,400,000 | 7        | May & Nov.    | "              | 82      |       |
| 1st Mortgage Sterling               | 346,000     | 7        | April & Oct.   | "              | 1875    | ---   | Income (series E)                  | 1,700,000 | 7        | "             | "              | 82      |       |
| 2d Mortgage Sterling                | 1,150,000   | 7        | Feb. & Aug.    | "              | 1872    | ---   | St. L. Jacksonv. and Chicago:      |           |          |               |                |         |       |
| Peninsula:                          |             |          |                |                |         |       | 1st Mortgage                       | 1,372,000 | 7        | April & Oct.  | New York.      | 1894    |       |
| 1st Mortgage                        | 1,075,000   | 7        | March & Sept.  | New York.      | 1898    | 91    | St. Paul and Pacific 1st Division: |           |          |               |                |         |       |
| Pennsylvania:                       |             |          |                |                |         |       | 1st Mortgage (10 miles)            | 120,000   | 8        | March & Sept. | "              | 1892    |       |
| 1st Mortgage                        | 4,980,000   | 6        | Jan. & July.   | Philadelphia.  | 1880    | 100   | 1st Mort. (70 m.) 2d mort. (10 m.) | 700,000   | 7        | Jan. & July.  | "              | 1892    |       |
| 2d Mortgage                         | 2,621,000   | 6        | April & Oct.   | "              | 1875    | 99    | 1st Land Grant Mortgage            | 1,200,000 | 7        | June & Dec.   | "              | 1892    |       |
| 2d Mortgage Sterling                | 2,283,840   | 6        | "              | London.        | 1875    | 92    | Toledo, Peoria & Warsaw:           |           |          |               |                |         |       |
| State Works Bonds                   | 6,700,000   | 5        | Jan. & July.   | Harrisburg.    | 1894    | 102   | 1st Mortgage                       | 1,600,000 | 7        | June & Dec.   | New York.      | 1894    | 84    |
| Penobscot and Kennebec:             |             |          |                |                |         |       | Toledo, Wabash and Western:        |           |          |               |                |         |       |
| Bangor City 1st Mort. (Coupon)      | 681,000     | 6        | April & Oct.   | Boston.        | '74-'75 | ---   | 1st M. (Toledo and Illinois)       | 900,000   | 7        | Feb. & Aug.   | New York.      | 1890    | 90    |
| 2d Mortgage (Coupon)                | 300,000     | 6        | Feb. & Aug.    | Bangor.        | 1876    | ---   | 1st M. (L. E. Wab. and St. Louis)  | 2,500,000 | 7        | "             | "              | 1890    | "     |
| Petersburg and Lynchburg (S. Side): |             |          |                |                |         |       | 2d M. (Toledo and Wabash)          | 1,000,000 | 7        | May & Nov.    | "              | 84      |       |
| 1st Mortgage ('70-'75)              | 300,000     | 6        | Jan. & July.   | Petersburg.    | '70-'75 | ---   | 2d M. (Wabash and Western)         | 1,500,000 | 7        | "             | "              | 1878    |       |
| 2d Mortgage ('862-'70-'72)          | 314,900     | 6        | "              | "              | "62-'72 | ---   | 2d M. (W. & W.)                    | 269,000   | 7        | April & Oct.  | "              | 1871    |       |
| Special Mortgage (1865-'68)         | 175,000     | 6        | "              | "              | "65-'68 | ---   | Equipment bonds (T. W. & W.)       | 600,000   | 7        | May & Nov.    | New York.      | 1883    | 86    |
| Last Mortgage (1865 to 1869)        | 42,000      | 8        | "              | "              | "63-'69 | ---   | Consol. mort. (T. W. & W.)         | 1,830,000 | 7        | ---           |                | 73      |       |
| Phila, Germanv. and Norristown:     |             |          |                |                |         |       | Vermont Central:                   |           |          |               |                |         |       |
| Convertible Loan                    | 292,500     | 6        | Jan. & July.   | Philadelphia.  | 1885    | ---   | 1st Mortgage Coupon                | 2,000,000 | 7        | May & Nov.    | Boston.        | 1861    | 84    |
| Philadelphia and Erie:              |             |          |                |                |         |       | 2d Mortgage Coupon                 | 1,500,000 | 7        | Jan. & July.  | "              | 1867    | 42    |
| 1st Mortgage (Suns. and Erie)       | 1,000,000   | 7        | April & Oct.   | Philadelphia.  | 1877    | 101   | Vermont and Massachusetts:         |           |          |               |                |         |       |
| 1st Mortgage (general)              | 5,000,000   | 6        | "              | "              | 1881    | 91    | Mortgage Bonds                     | 924,905   | 6        | Jan. & July.  | Boston.        | 1868    | 84    |
| 2d Mortgage                         | 8,000,000   | 7        | "              | "              | 1883    | 80    | Virginia Central:                  |           |          |               |                |         |       |
| 3d Mortgage                         | 4,000,000   | 6        | "              | "              | 1901    | ---   | Mort. guaranteed by State of Va.   | 100,000   | 6        | Jan. & July.  | Richmond.      | 1880    |       |
| Philadelphia and Reading:           |             |          |                |                |         |       | Mortgage (coupons)                 | 205,500   | 5        | "             | "              | 1872    |       |
| Bonds of 1836 (unconvertible)       | 182,400     | 5        | Jan. & July.   | Philadelphia.  | 1880    | ---   | Mortgage (coupons)                 | 985,000   | 6        | "             | New York.      | 1884    |       |
| " 1849                              | " 2,556,600 | 6        | April & Oct.   | "              | 1870    | 105   | State Loan 1839-'40                | 210,000   | 6        | "             | "              |         |       |
| " 1861                              | " 106,000   | 6        | Jan. & July.   | "              | 1871    | 98    | Coupon bonds of 1865               | 55,000    | 8        | "             | "              |         |       |
| " 1843                              | " 1,526,800 | 6        | "              | "              | 1880    | 92    | Funding Interest bonds             | 185,089   | 8        | "             | "              |         |       |
| " 1844                              | " 804,000   | 6        | "              | "              | 1880    | 92    | Dividend bonds                     | 121,227   | 6        | "             | "              |         |       |
| " 1845                              | " 101,000   | 6        | "              | "              | 1880    | 92    | Virginia and Tennessee:            |           |          |               |                |         |       |
| " 1849                              | " 67,000    | 6        | "              | "              | 1880    | 92    | 1st Mortgage                       | 404,000   | 6        | Jan. & July.  | New York.      | 1873    |       |
| " 1857, (convertible)               | " 171,500   | 6        | "              | "              | 1886    | 93    | 2d Mortgage                        | 23,500    | 6        | "             | "              | 1878    |       |
| " 1858                              | " 288,000   | 7        | "              | "              | "72-'77 | ---   | 3d or Income Mortgage              | 314,500   | 6        | "             | "              | 1866    |       |
| Phila., Wilmington and Baltimore:   |             |          |                |                |         |       | Enlarged Mortgage                  | 508,800   | 6        | "             | "              | 1884    |       |
| Mortgage Loan                       | 411,000     | 6        | Jan. & July.   | Philadelphia.  | 1884    | 97    | Warren (N. J.):                    |           |          |               |                |         |       |
| Pittsburg and Connellsville:        |             |          |                |                |         |       | 1st Mortgage                       | 600,000   | 7        | Feb. & Aug.   | New York.      | 1875    |       |
| 1st Mortgage (Turtle Cr. Div.)      | 400,000     | 6        | Feb. & Aug.    | New York.      | 1889    | 74    | Warwick Valley, N. Y.:             | 35,000    | 7        | April & Oct.  | New York.      | 1880    | 84    |
| Pittsburg, Ft. Wayne and Chicago:   |             |          |                |                |         |       | 1st Mortgage                       | 709,500   | 7        | March & Sept. | New York.      | 1880    |       |
| 1st Mortgage (series A)             | 875,000     | 7        | Jan. & July.   | New York.      | 1912    | 104   | Watertown and Rome:                |           |          |               |                |         |       |
| " (series B)                        | 875,000     | 7        | Feb. & Aug.    | "              | 1912    | 104   | Mortgage (new bonds)               |           |          |               |                |         |       |
| " (series C)                        | 875,000     | 7        | Mar. & Sept.   | "              | 1912    | 104   | Western (Mass.):                   |           |          |               |                |         |       |
| " (series D)                        | 875,000     | 7        | April & Oct.   | "              | 1912    | 104   | Sterling (\$289,900)               | 4,319,520 | 5        | April & Oct.  | London.        | 1861-71 |       |
| " (series E)                        | 875,000     | 7        | May & Nov.     | "              | 1912    | 104   | Dollar Bonds                       | 936,500   | 6        | "             | Boston.        | 1875    | 100   |
| 2d Mortgage (series G)              | 860,000     | 7        | Jan. & July.   | "              | 1912    | 98    | West Jersey:                       |           |          |               |                |         |       |
| " (series H)                        | 860,000     | 7        | Feb. & Aug.    | "              | 1912    | 98    | 1st Mortgage                       | 288,000   | 6        | March & Sep.  | Camden.        | 1883    | 92    |
| " (series I)                        | 860,000     | 7        | Mar. & Sept.   | "              | 1912    | 98    | 2d Mortgage                        | 780,000   | 7        | ---           | Philadelphia.  | 1898    |       |
| " (series K)                        | 860,000     | 7        | April & Oct.   | "              | 1912    | 98    | Western Maryland:                  |           |          |               |                |         |       |
| " (series L)                        | 860,000     | 7        | May & Nov.     | "              | 1912    | 98    | 1st Mortgage                       | 556,000   | 6        | Jan. & July.  | Baltimore.     | 1890    | 79    |
| " (series M)                        | 860,000     | 7        | June & Dec.    | "              | 1912    | 98    | 1st Mortgage guaranteed            | 200,000   | 6        | "             | "              | 1890    | 55    |
| 3d Mortgage                         | 2,000,000   | 7        | April.         | Philadelphia.  | 1876    | 93    | Western Pacific:                   |           |          |               |                |         |       |
| Ridge Bonds                         | 153,000     | 7        | May & Nov.     | "              | 1912    | 93    | 1st Mortgage                       | 556,000   | 6        | June & Dec.   | N. Y. & Lond.  | 1865    |       |
| Pittsburg and Steubenville:         |             |          |                |                |         |       | 2d Mortgage                        | 3,155,400 | 7        | Feb. & Aug.   | "              | 1865    |       |
| 1st Mortgage                        | 1,000,000   | 7        | Feb. & Aug.    | New York.      | 1881    | 75    | Western Union: 1st mort.           |           |          |               |                |         |       |
| 1st Mortgage guaranteed             | 521,500     | 7        | June & Dec.    | New York.      | 64-'74  | ---   | Wilmington and Manchester:         |           |          |               |                |         |       |

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

that the cost thereof is included in that headed "Railroad," State and Grant Railroads are printed in bold type. State and Grant Railroads are distinguished by a line through the column. Signifies "nil," and Running date (—) signifies "not ascertained."<sup>10</sup>

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|               |       |       |       |      |      |      |       |  |                        |                        |                        |                        |                        |                            |                           |                            |                         |                         |                         |       |       |     |
|---------------|-------|-------|-------|------|------|------|-------|--|------------------------|------------------------|------------------------|------------------------|------------------------|----------------------------|---------------------------|----------------------------|-------------------------|-------------------------|-------------------------|-------|-------|-----|
| Dec. 31, 1867 | 107,9 | 49,9  | 60,3  | 47   | 26   | 10   | 750   | Cleveland, Columbus & Cincinnati, Ohio, 0.947,406 <sup>0</sup>       | 843,356 <sup>0</sup>   | 3,477,531 <sup>0</sup> | 452,684 <sup>0</sup>   | 6,000,000              | 425,000 <sup>0</sup>   | 187,6,125,750 <sup>0</sup> | 15,477,287 <sup>0</sup>   | 61,281,867 <sup>0</sup>    | 1,006,438 <sup>0</sup>  | 554,507 <sup>0</sup>    | 8                       | 100   |       |     |
| Dec. 31, 1867 | 941,4 | 49,9  | 64,8  | 85   | 45   | 22   | 1,220 | Cleveland, Col. Clin. & Ind., Ohio & Ind., 10,932,659 <sup>0</sup>   | 9,886,000 <sup>0</sup> | 3,486,000 <sup>0</sup> | 420,684 <sup>0</sup>   | 6,000,000              | 2,000,000              | 10,450,000 <sup>0</sup>    | 1,01,610,610 <sup>0</sup> | 1,087,176 <sup>0</sup>     | 100                     | 864                     |                         |       |       |     |
| Dec. 31, 1867 | 61,9  | 11,0  | 32,0  | 63   | 31   | 11,1 | 1,078 | Cleveland, and Mahon & Co., Ohio, 3,882,080 <sup>0</sup>             | 986,337 <sup>0</sup>   | 157,472 <sup>0</sup>   | 348,349 <sup>0</sup>   | 5,454,091 <sup>0</sup> | 3,974,889 <sup>0</sup> | 276,669 <sup>0</sup>       | 287,706 <sup>0</sup>      | 136,8                      | 2,650,347 <sup>0</sup>  | 883,418 <sup>0</sup>    | 8                       | 100   |       |     |
| Oct. 31, 1867 | 96,5  | 101,0 | 102,5 | 63   | 37   | 22,1 | 267   | Cleveland, and Pittsburgh, Ohio & Penn., 9,466,879 <sup>0</sup>      | 974,601 <sup>0</sup>   | 688,312 <sup>0</sup>   | 126,038 <sup>0</sup>   | 6,000,000              | 2,000,000              | 2,972,186 <sup>0</sup>     | 135,635 <sup>0</sup>      | 229,6,145,662 <sup>0</sup> | 10,388,667 <sup>0</sup> | 1,388,667 <sup>0</sup>  | 50                      | 481   |       |     |
| May 31, 1867  | 115,0 | 35,0  | 17,0  | 40   | 30   | 15   | 807   | Cleveland, and Toledo, Ohio & Ind., 11,1,668,588 <sup>0</sup>        | 974,601 <sup>0</sup>   | 1,420,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 667,944 <sup>0</sup>      | 148,0                      | 6,205,114 <sup>0</sup>  | 62,121,284 <sup>0</sup> | 61,242,497 <sup>0</sup> | 100   | 982   |     |
| Feb. 12, 1868 | 12,0  | 9,6   | 12,5  | 12,0 | 12,0 | 12,0 | 12,0  | Col., Ohio, & Ind., Cent., Ohio, Ind. & Ill., 1,464,078 <sup>0</sup> | 674,692 <sup>0</sup>   | 62,043 <sup>0</sup>    | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| Mar. 31, 1868 | 14,5  | 9,0   | 18,6  | 28   | 26   | 10   | 40    | 490 Concord, New Hampshire, 1,500,000 <sup>0</sup>                   | 146,692 <sup>0</sup>   | 1,500,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| Mar. 31, 1867 | 9,1   | 2,0   | 12,5  | 2,0  | 2,0  | 2,0  | 2,0   | 122 Concord and Passumpsic, R.R., Vermont, 1,008,986 <sup>0</sup>    | 974,601 <sup>0</sup>   | 1,420,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| May 31, 1867  | 110,3 | 6     | 11,0  | 6    | 11,0 | 6    | 6     | 294 Connecticut River, Massachusetts, 1,008,986 <sup>0</sup>         | 974,601 <sup>0</sup>   | 1,420,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| Oct. 31, 1867 | 50,0  | 3,4   | 12,1  | 14   | 19   | 9    | 9     | 269 Connecticut River, Massachusetts, 1,000,036 <sup>0</sup>         | 974,601 <sup>0</sup>   | 1,420,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| Oct. 31, 1867 | 33,0  | 3,1   | 2,0   | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Mar. 31, 1867 | 14,6  | 9,6   | 9,6   | 9,6  | 9,6  | 9,6  | 9,6   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Feb. 20, 1868 | 14,5  | 9,0   | 18,6  | 28   | 26   | 10   | 40    | 490 Concord, New Hampshire, 1,500,000 <sup>0</sup>                   | 146,692 <sup>0</sup>   | 1,500,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| Dec. 31, 1867 | 9,1   | 2,0   | 12,5  | 2,0  | 2,0  | 2,0  | 2,0   | 122 Concord and Passumpsic, R.R., Vermont, 1,008,986 <sup>0</sup>    | 974,601 <sup>0</sup>   | 1,420,000 <sup>0</sup> | 1,766,200 <sup>0</sup> | 245,000 <sup>0</sup>   | 80,667 <sup>0</sup>    | 85,846 <sup>0</sup>        | 600,0                     | 600,0                      | 600,0                   | 600,0                   | 600,0                   | 600,0 | 600,0 |     |
| Dec. 31, 1867 | 27,0  | 1,0   | 1,0   | 1,0  | 1,0  | 1,0  | 1,0   | 1,0  | 1,0                    | 1,0                    | 1,0                    | 1,0                    | 1,0                    | 1,0                        | 1,0                       | 1,0                        | 1,0                     | 1,0                     | 1,0                     | 1,0   | 1,0   | 1,0 |
| Dec. 31, 1867 | 24,0  | 1,0   | 1,0   | 1,0  | 1,0  | 1,0  | 1,0   | 1,0  | 1,0                    | 1,0                    | 1,0                    | 1,0                    | 1,0                    | 1,0                        | 1,0                       | 1,0                        | 1,0                     | 1,0                     | 1,0                     | 1,0   | 1,0   | 1,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2,0  | 2,0  | 2,0   | 2,0  | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                    | 2,0                        | 2,0                       | 2,0                        | 2,0                     | 2,0                     | 2,0                     | 2,0   | 2,0   | 2,0 |
| Dec. 31, 1867 | 14,0  | 2,0   | 12,0  | 2,0  | 2    |      |       |  |                        |                        |                        |                        |                        |                            |                           |                            |                         |                         |                         |       |       |     |

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (...) signify "not ascertained."

## Abstract of General Balance Sheet

| Abstract of General Balance Sheet. |  |                       |  |                  |  |                |  |                   |  |                    |  |
|------------------------------------|--|-----------------------|--|------------------|--|----------------|--|-------------------|--|--------------------|--|
| Value of Shares.                   |  | Market.               |  | Operations.      |  | Earnings.      |  |                   |  |                    |  |
| Par.                               |  | Dividends.            |  | Net.             |  | Gross.         |  | Carried one mile. |  | Freight.           |  |
|                                    |  |                       |  | Passen-<br>gera. |  | Tons.          |  | Number.           |  | Tons.              |  |
| Trains Moved.                      |  | M.                    |  | M.               |  | M.             |  | M.                |  | M.                 |  |
| Railroad Operated.                 |  | Surplus Income.       |  | Accounts.        |  | Bonds.         |  | Stocks.           |  | Accounts and Cash. |  |
| Companies.                         |  | Railroad.             |  | Assets.          |  | Rolling Stock. |  | Accounts.         |  | Liabilities.       |  |
| Freight.                           |  | B. M. F.              |  | Pass.            |  | B. M. F.       |  | B. M. F.          |  | B. M. F.           |  |
| B. M. F.                           |  | Pass.                 |  | Engines.         |  | B. M. F.       |  | B. M. F.          |  | B. M. F.           |  |
| Railroad in progress.              |  | 2d Track and Sidinga. |  | Branch Line.     |  | Main Line.     |  | Main Line.        |  | Main Line.         |  |
| Years ending.                      |  | Oct. 31.              |  | Nov. 30.         |  | Dec. 31.       |  | Dec. 31.          |  | Dec. 31.           |  |
| 20                                 |  | \$ 3,291,305.8        |  | \$ 3,291,305.8   |  | \$ 3,291,305.8 |  | \$ 3,291,305.8    |  | \$ 3,291,305.8     |  |
| 21                                 |  | \$ 3,176              |  | \$ 3,176         |  | \$ 3,176       |  | \$ 3,176          |  | \$ 3,176           |  |
| 22                                 |  | \$ 3,166              |  | \$ 3,166         |  | \$ 3,166       |  | \$ 3,166          |  | \$ 3,166           |  |
| 23                                 |  | \$ 3,165              |  | \$ 3,165         |  | \$ 3,165       |  | \$ 3,165          |  | \$ 3,165           |  |
| 24                                 |  | \$ 3,164              |  | \$ 3,164         |  | \$ 3,164       |  | \$ 3,164          |  | \$ 3,164           |  |
| 25                                 |  | \$ 3,163              |  | \$ 3,163         |  | \$ 3,163       |  | \$ 3,163          |  | \$ 3,163           |  |
| 26                                 |  | \$ 3,162              |  | \$ 3,162         |  | \$ 3,162       |  | \$ 3,162          |  | \$ 3,162           |  |
| 27                                 |  | \$ 3,161              |  | \$ 3,161         |  | \$ 3,161       |  | \$ 3,161          |  | \$ 3,161           |  |
| 28                                 |  | \$ 3,160              |  | \$ 3,160         |  | \$ 3,160       |  | \$ 3,160          |  | \$ 3,160           |  |
| 29                                 |  | \$ 3,159              |  | \$ 3,159         |  | \$ 3,159       |  | \$ 3,159          |  | \$ 3,159           |  |
| 30                                 |  | \$ 3,158              |  | \$ 3,158         |  | \$ 3,158       |  | \$ 3,158          |  | \$ 3,158           |  |
| 31                                 |  | \$ 3,157              |  | \$ 3,157         |  | \$ 3,157       |  | \$ 3,157          |  | \$ 3,157           |  |
| 32                                 |  | \$ 3,156              |  | \$ 3,156         |  | \$ 3,156       |  | \$ 3,156          |  | \$ 3,156           |  |
| 33                                 |  | \$ 3,155              |  | \$ 3,155         |  | \$ 3,155       |  | \$ 3,155          |  | \$ 3,155           |  |
| 34                                 |  | \$ 3,154              |  | \$ 3,154         |  | \$ 3,154       |  | \$ 3,154          |  | \$ 3,154           |  |
| 35                                 |  | \$ 3,153              |  | \$ 3,153         |  | \$ 3,153       |  | \$ 3,153          |  | \$ 3,153           |  |
| 36                                 |  | \$ 3,152              |  | \$ 3,152         |  | \$ 3,152       |  | \$ 3,152          |  | \$ 3,152           |  |
| 37                                 |  | \$ 3,151              |  | \$ 3,151         |  | \$ 3,151       |  | \$ 3,151          |  | \$ 3,151           |  |
| 38                                 |  | \$ 3,150              |  | \$ 3,150         |  | \$ 3,150       |  | \$ 3,150          |  | \$ 3,150           |  |
| 39                                 |  | \$ 3,149              |  | \$ 3,149         |  | \$ 3,149       |  | \$ 3,149          |  | \$ 3,149           |  |
| 40                                 |  | \$ 3,148              |  | \$ 3,148         |  | \$ 3,148       |  | \$ 3,148          |  | \$ 3,148           |  |
| 41                                 |  | \$ 3,147              |  | \$ 3,147         |  | \$ 3,147       |  | \$ 3,147          |  | \$ 3,147           |  |
| 42                                 |  | \$ 3,146              |  | \$ 3,146         |  | \$ 3,146       |  | \$ 3,146          |  | \$ 3,146           |  |
| 43                                 |  | \$ 3,145              |  | \$ 3,145         |  | \$ 3,145       |  | \$ 3,145          |  | \$ 3,145           |  |
| 44                                 |  | \$ 3,144              |  | \$ 3,144         |  | \$ 3,144       |  | \$ 3,144          |  | \$ 3,144           |  |
| 45                                 |  | \$ 3,143              |  | \$ 3,143         |  | \$ 3,143       |  | \$ 3,143          |  | \$ 3,143           |  |
| 46                                 |  | \$ 3,142              |  | \$ 3,142         |  | \$ 3,142       |  | \$ 3,142          |  | \$ 3,142           |  |
| 47                                 |  | \$ 3,141              |  | \$ 3,141         |  | \$ 3,141       |  | \$ 3,141          |  | \$ 3,141           |  |
| 48                                 |  | \$ 3,140              |  | \$ 3,140         |  | \$ 3,140       |  | \$ 3,140          |  | \$ 3,140           |  |
| 49                                 |  | \$ 3,139              |  | \$ 3,139         |  | \$ 3,139       |  | \$ 3,139          |  | \$ 3,139           |  |
| 50                                 |  | \$ 3,138              |  | \$ 3,138         |  | \$ 3,138       |  | \$ 3,138          |  | \$ 3,138           |  |
| 51                                 |  | \$ 3,137              |  | \$ 3,137         |  | \$ 3,137       |  | \$ 3,137          |  | \$ 3,137           |  |
| 52                                 |  | \$ 3,136              |  | \$ 3,136         |  | \$ 3,136       |  | \$ 3,136          |  | \$ 3,136           |  |
| 53                                 |  | \$ 3,135              |  | \$ 3,135         |  | \$ 3,135       |  | \$ 3,135          |  | \$ 3,135           |  |
| 54                                 |  | \$ 3,134              |  | \$ 3,134         |  | \$ 3,134       |  | \$ 3,134          |  | \$ 3,134           |  |
| 55                                 |  | \$ 3,133              |  | \$ 3,133         |  | \$ 3,133       |  | \$ 3,133          |  | \$ 3,133           |  |
| 56                                 |  | \$ 3,132              |  | \$ 3,132         |  | \$ 3,132       |  | \$ 3,132          |  | \$ 3,132           |  |
| 57                                 |  | \$ 3,131              |  | \$ 3,131         |  | \$ 3,131       |  | \$ 3,131          |  | \$ 3,131           |  |
| 58                                 |  | \$ 3,130              |  | \$ 3,130         |  | \$ 3,130       |  | \$ 3,130          |  | \$ 3,130           |  |
| 59                                 |  | \$ 3,129              |  | \$ 3,129         |  | \$ 3,129       |  | \$ 3,129          |  | \$ 3,129           |  |
| 60                                 |  | \$ 3,128              |  | \$ 3,128         |  | \$ 3,128       |  | \$ 3,128          |  | \$ 3,128           |  |
| 61                                 |  | \$ 3,127              |  | \$ 3,127         |  | \$ 3,127       |  | \$ 3,127          |  | \$ 3,127           |  |
| 62                                 |  | \$ 3,126              |  | \$ 3,126         |  | \$ 3,126       |  | \$ 3,126          |  | \$ 3,126           |  |
| 63                                 |  | \$ 3,125              |  | \$ 3,125         |  | \$ 3,125       |  | \$ 3,125          |  | \$ 3,125           |  |
| 64                                 |  | \$ 3,124              |  | \$ 3,124         |  | \$ 3,124       |  | \$ 3,124          |  | \$ 3,124           |  |
| 65                                 |  | \$ 3,123              |  | \$ 3,123         |  | \$ 3,123       |  | \$ 3,123          |  | \$ 3,123           |  |
| 66                                 |  | \$ 3,122              |  | \$ 3,122         |  | \$ 3,122       |  | \$ 3,122          |  | \$ 3,122           |  |
| 67                                 |  | \$ 3,121              |  | \$ 3,121         |  | \$ 3,121       |  | \$ 3,121          |  | \$ 3,121           |  |
| 68                                 |  | \$ 3,120              |  | \$ 3,120         |  | \$ 3,120       |  | \$ 3,120          |  | \$ 3,120           |  |
| 69                                 |  | \$ 3,119              |  | \$ 3,119         |  | \$ 3,119       |  | \$ 3,119          |  | \$ 3,119           |  |
| 70                                 |  | \$ 3,118              |  | \$ 3,118         |  | \$ 3,118       |  | \$ 3,118          |  | \$ 3,118           |  |
| 71                                 |  | \$ 3,117              |  | \$ 3,117         |  | \$ 3,117       |  | \$ 3,117          |  | \$ 3,117           |  |
| 72                                 |  | \$ 3,116              |  | \$ 3,116         |  | \$ 3,116       |  | \$ 3,116          |  | \$ 3,116           |  |
| 73                                 |  | \$ 3,115              |  | \$ 3,115         |  | \$ 3,115       |  | \$ 3,115          |  | \$ 3,115           |  |
| 74                                 |  | \$ 3,114              |  | \$ 3,114         |  | \$ 3,114       |  | \$ 3,114          |  | \$ 3,114           |  |
| 75                                 |  | \$ 3,113              |  | \$ 3,113         |  | \$ 3,113       |  | \$ 3,113          |  | \$ 3,113           |  |
| 76                                 |  | \$ 3,112              |  | \$ 3,112         |  | \$ 3,112       |  | \$ 3,112          |  | \$ 3,112           |  |
| 77                                 |  | \$ 3,111              |  | \$ 3,111         |  | \$ 3,111       |  | \$ 3,111          |  | \$ 3,111           |  |
| 78                                 |  | \$ 3,110              |  | \$ 3,110         |  | \$ 3,110       |  | \$ 3,110          |  | \$ 3,110           |  |
| 79                                 |  | \$ 3,109</td          |  |                  |  |                |  |                   |  |                    |  |



**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

### Abstract of General Balance Sheet

DATA

|           |         |            |                           |                             |           |           |     |     |
|-----------|---------|------------|---------------------------|-----------------------------|-----------|-----------|-----|-----|
| 292,311   | 416,906 | 1,818,963  | 2,254,000                 | 13.6                        | 346,196   | 246,271   | 3   | 100 |
|           |         | 8,229,594  | 184,5                     | (Leased to Lehigh Nav. Co.) |           |           | 25  |     |
|           |         | 1,663,250  | 800,000                   |                             |           |           | 4   |     |
|           |         | 10,000,000 | 531,000                   |                             |           |           | 50  |     |
| 2,156,474 | .....   | 2,651,300  | (See Com. & A<br>mt R.R.) | 65.5                        | 871,672   | 648,179   | 16  | 100 |
|           |         | 64,000     | 1,300,956                 | 101.0                       | 120,568   | 147,758   | 60  |     |
|           |         | 12,504,297 | 1,733,960                 | 1,463,943                   | 207,603   | 147,652   | 8   | 60  |
|           |         | 1,049,260  | 120,563                   | 61,091                      | 44,062    | 162,972   | 100 |     |
|           |         | 2,751,765  | 7,775,720                 | 486,316                     | 229,654   | 46,480    | 50  |     |
|           |         | 4,707,156  | 112,000                   | 136,275                     | 1,069,013 | 1,069,013 | 0   | 50  |
|           |         | 2,002,746  | 2,611,310                 | 159,506                     | 145,872   | 42,150    | 50  |     |
|           |         | 2,901,950  | 5,786,000                 | 87.0                        | 21,160    | 21,160    | 50  |     |
|           |         | 1,860,000  | 670,000                   | 123.0                       | 21,125    | 21,125    | 50  |     |
| 117,000   | .....   | 1,860,000  | 670,000                   | .....                       | 21,125    | 21,125    | 50  |     |

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|           |         |            |                           |                             |           |         |     |     |
|-----------|---------|------------|---------------------------|-----------------------------|-----------|---------|-----|-----|
| 292,311   | 416,906 | 1,818,963  | 2,254,000                 | 13.6                        | 346,196   | 246,271 | 3   | 100 |
|           |         | 8,229,594  | 184,5                     | (Leased to Lehigh Nav. Co.) |           |         | 25  |     |
|           |         | 1,663,250  | 800,000                   |                             |           |         | 4   |     |
|           |         | 10,000,000 | 531,000                   |                             |           |         | 50  |     |
| 2,156,474 | .....   | 2,651,300  | (See Com. & A<br>mt R.R.) | 65.5                        | 871,672   | 648,179 | 16  | 100 |
|           |         | 64,000     | 1,300,956                 | 101.0                       | 120,568   | 147,758 | 60  |     |
|           |         | 12,504,297 | 1,733,960                 | 1,463,943                   | 207,603   | 147,652 | 8   | 60  |
|           |         | 1,049,260  | 120,563                   | 61,091                      | 44,062    | 162,972 | 100 |     |
|           |         | 2,751,765  | 7,775,720                 | 486,316                     | 229,654   | 46,480  | 50  |     |
|           |         | 4,707,156  | 112,000                   | 136,275                     | 1,069,013 | 6       | 50  |     |
|           |         | 2,002,746  | 2,611,310                 | 159,506                     | 145,872   | 42,150  | 50  |     |
|           |         | 2,901,950  | 5,786,000                 | 87.0                        | 21,160    | 10,000  | 50  |     |
|           |         | 1,860,000  | 670,000                   | 123.0                       | 21,125    | 61,218  | 50  |     |
| 117,000   | .....   | 1,860,000  | 670,000                   | .....                       | 21,125    | 61,218  | 50  |     |

4050

|             |         |            |                            |           |                |           |         |     |
|-------------|---------|------------|----------------------------|-----------|----------------|-----------|---------|-----|
| 292,311     | 416,696 | 1,818,963  | 2,254,000                  | 13.6      | 346,196        | 246,271   | 3       | 100 |
|             |         |            |                            |           | 184.5          |           |         | 25  |
|             |         |            |                            |           | (Leased to Le  |           |         |     |
|             |         |            |                            |           | high Nav. Co.) |           |         |     |
| 2,154,74    | .....   | 1,683,320  | 800,000                    | 108.0     | 871,072        | 643,187   | 4       | 50  |
|             |         | 10,000,000 | 531,000                    | 66.5      | 120,658        | 14,758    | 16      | 100 |
|             |         | 2,621,300  | (See Ca. m. & A<br>m.b.R.) | 161.0     |                |           |         |     |
| 116,987,933 | 44,067  | 65,683     | 94,300                     | 1,300,986 | 1,463,943      | 247,603   | 8       | 60  |
|             |         | 2,200,000  | 10,049,297                 | 1,733,960 | 101.0          | 440,632   | 162,972 | 100 |
|             |         |            | 120,553                    | 61,091    |                |           |         |     |
|             |         |            |                            |           | 178.0          | 288,634   | 46,480  | 50  |
|             |         |            |                            |           |                | 1,069,013 | 0       | 50  |
|             |         |            |                            |           |                | 15,872    | 42,170  | 6   |
|             |         |            |                            |           |                | 75,220    | 12,000  | 50  |
|             |         |            |                            |           |                | 1,230,900 | 61,218  | 50  |
|             |         |            |                            |           |                |           | 211,820 | 50  |
| 117,000     | .....   | 3,000,750  | 3,000,000                  | 123.0     |                |           |         |     |
|             |         | 1,100,000  | 780,000                    | 600,000   |                |           |         |     |

250

350  
198

1,251

5,000

|            |        |           |            |           |           |         |           |         |     |
|------------|--------|-----------|------------|-----------|-----------|---------|-----------|---------|-----|
| 10,087,983 | 4,067  | 8,739,180 | 12,504,297 | 1,733,956 | 1,463,943 | 108,0   | 120,068   | 15,738  | 90  |
|            | 65,983 | 2,250,000 | 1,049,200  | 120,563   | 61,091    | 101,0   | 44,016    | 247,008 | 8   |
|            |        | 2,751,765 |            |           |           | 178,552 | 202,652   | 162,972 | 100 |
|            |        | 5,797,156 | 7,765,720  | 489,316   | 138,275   | 108,2   | 262,654   | 46,480  |     |
|            |        | 2,002,740 | 2,611,310  | 169,500   | 46,0      | 46,0    | 1,090,013 | 6       | 80  |
|            |        | 2,997,850 | 3,000,000  | 187,500   | 87,0      | 87,0    | 165,872   | 42,170  | 50  |
|            |        | 1,400,000 | 750,000    | .....     | 122,0     | 122,0   | 175,125   | 10,525  | 50  |
| 117,000    |        |           |            |           |           |         | 211,829   | 61,218  |     |

221  
785

|           |           |         |        |       |           |         |       |
|-----------|-----------|---------|--------|-------|-----------|---------|-------|
| 65,688    | 1,049,260 | 120,553 | 61,091 | 101.0 | 449,652   | 162,972 | 100.0 |
| 2,751,765 | 2,751,765 |         |        |       | 282,654   | 46,440  | 50.0  |
| 7,775,720 | 7,775,720 |         |        |       | 1,099,013 | 6       | 50.0  |
| 136,275   | 136,275   |         |        |       | 185,872   | 42,170  | 50.0  |
| 2,611,310 | 159,506   |         |        |       | 75,263    | 10,500  | 50.0  |
| 2,907,850 | 3,000,000 |         |        |       | 211,830   | 61,218  | 50.0  |
| 1,100,000 | 750,000   |         |        |       | 199,027   | 32,981  | 50.0  |
| 600,000   | 600,000   |         |        |       | 199,027   | 32,981  | 50.0  |
| 117,000   | 117,000   |         |        |       | 199,027   | 32,981  | 50.0  |

2,1

461  
850

1

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

| Fiscal year ending. | Completed; equipment in single stock. | Length, m. | In progress or projected. | Equipment, Cars. | Companies.                      | Cost of Road and Equipment | Share Capital paid in | Borrowed Debt. | Gross.  | Net.      | Dividends on paid capital. | Par Value. | Market Price. |    |  |  |
|---------------------|---------------------------------------|------------|---------------------------|------------------|---------------------------------|----------------------------|-----------------------|----------------|---------|-----------|----------------------------|------------|---------------|----|--|--|
|                     |                                       |            |                           |                  |                                 |                            |                       |                |         |           |                            |            |               |    |  |  |
| 30 Nov. '67         | 3.53                                  | 6.84       | 205                       | 38               | MASSACHUSETTS.                  | \$                         | \$                    | \$             | \$      | \$        | p. c.                      |            |               |    |  |  |
| 30 Nov. '67         | 28.31                                 | 3.99       | 48                        | 8                | Boston and Chelsea              | 110,000                    | 119,000               | 8,800          | 7,336   | 6.8       | 27                         |            |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Broadway, Boston                | 402,468                    | 325,000               | 64,336         | 187,427 | 9.5       | 58                         |            |               |    |  |  |
| 30 Nov. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | Cambridge                  | 377,894               | 327,800        | 150,000 | 94        | 9.0                        | 100        |               |    |  |  |
| 30 Nov. '67         | 5.46                                  | 55         | 23                        | 7                | Lowell (Horse)                  | 66,908                     | 55,820                | 1,666          | 27,268  | 5,558     |                            |            |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Lynn and Boston                 | 269,426                    | 200,000               | 50,000         | 48,934  | 154,987   | loss                       | 10         |               |    |  |  |
| 30 Nov. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | Malden and Melrose         | 60,246                | 200,000        | 55,758  | 24,138    | loss                       | 25         |               |    |  |  |
| 30 Nov. '67         | 5.46                                  | 55         | 23                        | 7                | Marginal Freight                | 91,543                     | 94,200                |                |         |           |                            |            |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Medford and Charlestown         | 36,600                     | 21,000                | 8,000          | 23,442  | 2,240     | 50                         | 25         |               |    |  |  |
| 30 Nov. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | Metropolitan (Boston)      | 1,522,226             | 1,250,000      | 183,198 | 226,709   | 129,655                    | 10         | 66            |    |  |  |
| 31 Nov. '67         | 3.25                                  | 23         | 2                         | 2                | Middlesex (Boston)              | 499,855                    | 400,000               | 41,539         | 79,694  | 188,085   | 10,087                     | 68         |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Northampton & Williamsb.        | 300,000                    | 300,000               |                | 2,318   | 14,278    | 1,125                      |            |               |    |  |  |
| 30 Nov. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | North Woburn street        | 27,242                | 17,800         |         | 13,500    | 368                        | loss       |               |    |  |  |
| 30 Nov. '67         | 5.46                                  | 55         | 9                         | 9                | Quincy                          | 136,840                    | 71,800                | 66,424         | 57,592  | 28,226    | loss                       |            |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Salem and South Danvers         | 195,317                    | 150,000               | 32,400         | 6,268   | 36,637    | loss                       |            |               |    |  |  |
| 30 Nov. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | Somerville                 | 75,000                | 75,000         |         | 4,500     | 4,500                      | 6          | 39            |    |  |  |
| 30 Nov. '67         | 5.46                                  | 55         | 9                         | 9                | Stoneham street (Boston)        | 37,300                     | 33,000                |                | 8,589   | 89        |                            |            |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Suburban                        | 95,000                     | 5,000                 |                |         |           |                            |            |               |    |  |  |
| 30 Nov. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | Union (Transportation)     | 303,870               | 200,000        | 24,000  | 117,842   | 368,851                    | 13,015     | 8             | 95 |  |  |
| 30 Nov. '67         | 5.46                                  | 55         | 9                         | 9                | Winnisimmet                     | 62,152                     | 58,300                |                | 258     | 4,300     | 3,867                      | 4          |               |    |  |  |
| 30 Nov. '67         | 12.50                                 | 106        | 32                        | 42               | Worcester                       | 89,873                     | 75,800                | 72,000         | 26,000  |           |                            |            |               |    |  |  |
| 31 Jan. '68         | 3.0                                   | 3.0        | 45                        | 7                | CONNECTICUT.                    |                            |                       |                |         |           |                            |            |               |    |  |  |
| 31 Dec. '67         | 8.5                                   | 11         | 3                         | 3                | Fairhaven and Westville         | 100,000                    | 100,000               |                |         |           |                            |            |               |    |  |  |
| 31 Dec. '67         | 12.50                                 | 106        | 32                        | 42               | Hartford and Wethersfield       | 300,000                    | 300,000               |                |         |           |                            |            |               |    |  |  |
| 31 Dec. '67         | 0 Nov. '67                            | 3.08       | 7.21                      | 254              | 42                              | NEW YORK.                  |                       |                |         |           |                            |            |               |    |  |  |
| 30 Sep. '67         | 7.27                                  | 87         | 6                         | 6                | Albany                          | 139,414                    | 98,000                | 40,000         | 71,861  | 15,873    | 100                        |            |               |    |  |  |
| 30 Sep. '67         | 12.00                                 | 53         | 12                        | 12               | Bleeker & Fulton Ferry          | 1,746,441                  | 900,000               | 69,040         | 44,749  | 298,418   | 56,543                     | 100        |               |    |  |  |
| 30 Sep. '67         | 19.76                                 | 103        | 17                        | 17               | Broadway (Brooklyn)             | 260,561                    | 200,000               | 35,000         | 10,015  | 107,786   | 28,744                     | 8          | 100           |    |  |  |
| 30 Sep. '67         | 18.00                                 | 17         | 17                        | 17               | Broadway & 7th Ave., N. Y.      | 508,318                    | 210,000               | 150,000        | 86,473  | 253,214   | 34                         | 100        |               |    |  |  |
| 30 Sep. '67         | 8.00                                  | 17         | 17                        | 17               | Brooklyn, Bath & Coney Is'd     | 166,259                    | 99,850                | 80,000         | 85,172  | 27,253    | 3,994                      | 100        |               |    |  |  |
| 30 Sep. '67         | 70.00                                 | 207        | 207                       | 207              | Brooklyn City                   | 1,800,813                  | 1,500,000             | 300,000        |         | 1,131,192 | 186,907                    | 12         | 100           |    |  |  |
| 30 Sep. '67         | 11.30                                 | 49         | 49                        | 49               | Brooklyn City & Newtown         | 553,340                    | 400,000               | 200,000        | 20,687  | 129,287   | 14,862                     | 100        |               |    |  |  |
| 30 Sep. '67         | 12.00                                 | 57         | 57                        | 57               | Brooklyn City & Rock. Br'h      | 125,586                    | 107,700               | 45,000         |         | 15,088    | 6,352                      | 100        |               |    |  |  |
| 30 Sep. '67         | 21.00                                 | 57         | 57                        | 57               | Brooklyn Central & Jamaica      | 996,783                    | 488,100               | 498,810        | 47,303  | 192,200   | 9,470                      | 100        |               |    |  |  |
| 30 Sep. '67         | 8.15                                  | 12         | 12                        | 12               | Buffalo Street                  | 184,357                    | 50,000                | 50,000         | 109,500 | 76,683    | 24,455                     | 100        |               |    |  |  |
| 30 Sep. '67         | 1.76                                  | 21         | 21                        | 21               | Central City (Syracuse)         | 22,130                     | 6,000                 | 1,400          | 17,658  | 4,786     | 84                         | 100        |               |    |  |  |
| 30 Sep. '67         | 24.00                                 | 121        | 14                        | 121              | Cent'r Pk. N & E Riv. (N. Y.)   | 1,629,963                  | 1,351,500             | 550,000        | 54,827  | 531,915   | 16,282                     | 100        |               |    |  |  |
| 30 Sep. '67         | 14.82                                 | 14         | 14                        | 14               | Coney Island & Brooklyn         | 644,672                    | 500,000               | 141,000        | 47,727  | 118,307   | 226                        | 100        |               |    |  |  |
| 30 Sep. '67         | 22.69                                 | 201        | 201                       | 201              | D. Doek, E. B'dw. & Battery     | 676,114                    | 1,200,000             | 672,000        | 15,000  | 582,532   | 89,310                     | 5          | 100           |    |  |  |
| 30 Sep. '67         | 18.00                                 | 162        | 162                       | 162              | Eighth Avenue                   | 1,420,972                  | 1,000,000             | 203,000        |         | 792,574   | 139,095                    | 12         | 100           |    |  |  |
| 30 Sep. '67         | 10.24                                 | 49         | 49                        | 49               | 42d st. & Grand st. Ferry       | 1,041,204                  | 748,000               | 260,000        | 300,069 | 94,718    | 5                          | 100        |               |    |  |  |
| 30 Sep. '67         | 5.50                                  | 120        | 120                       | 120              | Grand st. & Newtown (W'g)       | 172,000                    | 170,000               | 35,000         | 5,000   | 74,420    | 18,783                     | 94         | 100           |    |  |  |
| 30 Sep. '67         | 3.00                                  | 121        | 121                       | 121              | Genesee & Water st. (Syr.)      | 42,194                     | 45,000                |                |         | 8,766     | 419                        | 100        |               |    |  |  |
| 30 Sep. '67         | 8.26                                  | 21         | 21                        | 21               | Greenpoint & Williamsb'rg       | 144,000                    | 44,390                | 100,000        | 3,900   |           |                            |            |               |    |  |  |
| 30 Sep. '67         | 10.00                                 | 21         | 21                        | 21               | Harlem Br., Morris' & Ford'm    | 227,400                    | 95,900                | 124,000        | 7,500   | 68,603    | 4,578                      | 100        |               |    |  |  |
| 30 Sep. '67         | 3.56                                  | 17         | 17                        | 17               | Kingston and Rondout            | 361,500                    | 191,500               | 184,000        | 4,000   | 21,961    | 4,000                      | 100        |               |    |  |  |
| 30 Sep. '67         | 1.00                                  | 17         | 17                        | 17               | Metropolitan (Brooklyn)         | 361,500                    | 191,500               | 184,000        | 4,000   | 21,961    | 4,000                      | 100        |               |    |  |  |
| 30 Sep. '67         | 12.20                                 | 38         | 38                        | 38               | Ninth Avenue                    | 466,296                    | 372,320               | 167,000        |         | 92,671    | 16,881                     | 100        |               |    |  |  |
| 30 Sep. '67         | 6.76                                  | 118        | 118                       | 118              | Niagara street (Buffalo)        | 118,085                    | 80,000                | 40,000         | 1,247   | 66,870    | 3,345                      | 100        |               |    |  |  |
| 30 Sep. '67         | 10.00                                 | 41         | 41                        | 41               | Rochester City & Brighton       | 286,061                    | 132,400               | 100,000        | 13,000  | 45,269    | 1,501                      | 100        |               |    |  |  |
| 30 Sep. '67         | 16.00                                 | 301        | 268                       | 301              | Second Avenue (N. Y.)           | 1,416,612                  | 800,000               | 700,000        | 137,890 | 458,945   | 9,470                      | 100        |               |    |  |  |
| 30 Sep. '67         | 8.87                                  | 81         | 81                        | 81               | Sixth Avenue (N. Y.)            | 1,571,214                  | 750,000               | 186,000        |         | 663,166   | 75,564                     | 10         | 100           |    |  |  |
| 30 Sep. '67         | 5.33                                  | 81         | 81                        | 81               | Skaneateles                     | 88,878                     | 67,780                | 20,000         |         |           |                            |            |               |    |  |  |
| 30 Sep. '67         | 2.07                                  | 25         | 25                        | 25               | Syracuse and Geddes             | 25,038                     | 25,000                |                | 13,075  | 5,046     | 20                         | 100        |               |    |  |  |
| 30 Sep. '67         | 4.37                                  | 31         | 31                        | 31               | Syracuse and Onondago           | 31,000                     | 81,000                |                | 6,596   | 1,176     | 5                          | 100        |               |    |  |  |
| 30 Sep. '67         | 18.00                                 | 180        | 180                       | 180              | Third Avenue (N. Y.)            | 2,453,404                  | 1,700,000             | 1,330,000      | 50,000  | 1,284,945 | 222,222                    | 12         | 100           |    |  |  |
| 30 Sep. '67         | 3.33                                  | 41         | 41                        | 41               | Troy and Albany                 | 71,952                     | 44,150                | 19,000         | 11,238  | 12,446    | 2,140                      | 100        |               |    |  |  |
| 30 Sep. '67         | 15.60                                 | 301        | 268                       | 301              | Utica and Waterville            | 121,172                    | 196,500               | 120,000        | 216,179 | 5,179     | 14,707                     | 100        |               |    |  |  |
| 30 Sep. '67         | 2.25                                  | 4          | 4                         | 4                | V. Brunt st. & Erie Bas. (Bk'n) | 87,000                     | 75,000                | 12,000         | 1,534   | 17,395    | 2,267                      | 100        |               |    |  |  |
| 30 Sep. '67         | 15.52                                 | 294        | 388                       | 294              | Westervliet (Albany)            | 240,000                    | 134,000               |                | 2,700   | 104,223   | 14,721                     | 9          | 100           |    |  |  |
| 31 Dec. '67         | 5.33                                  | 7          | 7                         | 7                | NEW JERSEY.                     |                            |                       |                |         |           |                            |            |               |    |  |  |
| 31 Dec. '67         | 5.05                                  | 250        | 250                       | 250              | Hoboken and Hudson City         | 32,000                     | 30,000                |                | 2,000   |           |                            |            |               |    |  |  |
| 31 Dec. '67         | 10.47                                 | 120        | 22                        | 22               | Hoboken and Weehawken           | 134,400                    | 70,000                | 60,000         |         | 17,228    | 9,986                      | 3          |               |    |  |  |
| 31 Dec. '67         | 12.00                                 | 150        | 22                        | 22               | Jersey City & Bergen Point      | 618,296                    | 287,550               | 300,000        | 30,750  | 124,879   | 30,566                     | 50         |               |    |  |  |
| 31 Dec. '67         | 5.80                                  | 8          | 8                         | 8                | West Hoboken & Hoboken          | 100,000                    | 40,000                | 60,000         |         |           |                            |            |               |    |  |  |
| 31 Dec. '67         | 12.50                                 | 12         | 12                        | 12               | PENNSYLVANIA.                   |                            |                       |                |         |           |                            |            |               |    |  |  |
| 31 Oct. '67         | 9.23                                  | 127        | 26                        | 4                | Citizens' (Pittsburgh)          | 230,480                    | 166,000               | 56,300         | 7,700   | 144,008   | 52,180                     | 24         | 50            |    |  |  |
| 31 Oct. '67         | 1.63                                  | 10         | 2                         | 2                | Easton & South Easton           | 22,422                     | 24,500                | 500            | 4,971   | 428       | 2                          | 25         |               |    |  |  |
| 31 Oct. '67         | 10.60                                 | 272        | 40                        | 9                | Frankford & Southw'k (Ph)       | 138,267                    | 99,638                | 50,000         | 11,663  | 15,785    | 108                        |            |               |    |  |  |
| 31 Oct. '67         | 16.27                                 | 45         | 45                        | 45               | Germantown                      | 766,491                    | 491,650               | 300,000        |         | 295,142   | 56,995                     | 8          | 50            | 26 |  |  |
| 31 Oct. '67         | 34.25                                 | 59         | 59                        | 59               | Girard College (Phila.)         | 542,270                    | 112,245               | 350,000        | 20,000  | 284,514   | 63,582                     | 26         | 50            | 26 |  |  |
| 31 Oct. '67         | 5.40                                  | 120        | 25                        | 25               | Green & Coates st. (Phila.)     | 170,864                    | 170,000               |                |         | 112,204   | 16,9                       |            |               |    |  |  |

## PREFERRED AND GUARANTEED R. R. STOCKS

| RAILROADS.                           | Amount of shares outstanding. | Div'ds |       |               | Market Price. |
|--------------------------------------|-------------------------------|--------|-------|---------------|---------------|
|                                      |                               | Rate.  | Paid. | Market Price. |               |
| Atlantic & Gt. West'n, O. D. (pref.) | 1,912,000                     | 7      | 7     | 7             | —             |
| Atlantic & St. Lawrence (guarant'd)  | 2,494,900                     | 6      | 6     | —             | —             |
| Baltimore and Ohio, (pref.)          | 3,000,000                     | 7      | 7     | —             | —             |
| Berkshire (guaranteed)               | 600,000                       | 7      | 7     | —             | —             |
| Boston, Concord & Montreal (pref.)   | 1,340,400                     | 6      | 8     | 70            | —             |
| Buffalo, N. Y. & Erie, (guaranteed)  | 875,000                       | 7      | —     | —             | —             |
| Camden & Atlantic (preferred)        | 620,900                       | 7      | —     | 21            | —             |
| Catawissa (preferred)                | 1,150,000                     | 7      | —     | 32            | —             |
| Chemung (guaranteed)                 | 380,000                       | —      | —     | —             | —             |
| Cayuga & Susquehanna (guarant.)      | 843,500                       | —      | —     | —             | —             |
| Cheeshire (preferred)                | 2,017,825                     | 7      | —     | 70            | —             |
| Chicago & Alton (preferred)          | 2,425,400                     | 7      | 7     | 138           | —             |
| Chicago & Northwestern (pref.)       | 14,789,125                    | 7      | 7     | 80            | —             |
| Cocheco (preferred)                  | 177,750                       | 8      | —     | —             | —             |
| Co. & Passaic River, (pref.)         | 1,672,800                     | 10     | 10    | 91            | —             |
| Cumberland Valley (1st preferred)    | 241,900                       | 8      | 8     | —             | —             |
| " (2d preferred)                     | 243,000                       | 8      | 8     | —             | —             |
| Detroit & Milwaukee (preferred)      | 1,500,000                     | 8      | 8     | —             | —             |
| Dubuque & Sioux City (preferred)     | 1,988,171                     | 7      | 34    | 74            | —             |
| Elmira, Jeff. & Canandaigua (guar.)  | 500,000                       | 7      | 7     | 40            | —             |
| Elmira & Williamsport (preferred)    | 8,832,910                     | 7      | 7     | 69            | —             |
| Erie (preferred)                     | 5,253,856                     | 7      | —     | 83            | —             |
| Hannibal & St. Joseph (preferred)    | 1,152,100                     | 7      | 7     | —             | —             |
| Harrisburg & Lancaster (guar.)       | 1,180,000                     | 8      | 8     | 72            | —             |
| Housatonic (preferred)               | 407,900                       | 8      | 8     | —             | —             |
| Indianapolis & Madison (pref.)       | 372,000                       | 6      | —     | —             | —             |
| Kennebunk & Portland (preferred)     | 500,000                       | 7      | —     | —             | —             |
| Leckawanna & Bloomsburg (pref.)      | 6,556,185                     | 7      | 3     | 28            | —             |
| " (2d pref.)                         | 4,051,744                     | 7      | 3     | 10            | —             |
| Michigan S. & N. Indiana (guar.)     | 536,300                       | 10     | 10    | —             | —             |
| Mil. & Prairie du Chien (1st pref.)  | 3,204,296                     | 8      | 8     | 107           | —             |
| " " "                                | 841,400                       | 7      | 7     | 98            | —             |
| Milwaukee & St. Paul (preferred)     | 7,370,900                     | 7      | —     | 90            | —             |
| New Haven & Northampton (guar.)      | 1,010,000                     | —      | 4     | —             | —             |
| New York & Harlem (preferred)        | 1,600,000                     | 8      | —     | 124           | —             |
| Niagara Br. & Canandaigua (guar.)    | 1,000,000                     | 6      | 6     | —             | —             |
| Paterson & Hudson (guaranteed)       | 630,000                       | —      | 8     | —             | —             |
| Paterson & Ramapo (guaranteed)       | 245,000                       | —      | 54    | —             | —             |
| Peoria & Bureau Valley (guar.)       | 1,200,000                     | —      | 6     | —             | —             |
| Philadelphia & Reading (pref.)       | 1,551,800                     | 7      | 7     | —             | —             |
| Philadelphia & Trenton (guar.)       | 1,000,000                     | 10     | —     | —             | —             |
| Pittsfield & North Adams (guar.)     | 450,000                       | 6      | 6     | 24            | —             |
| Port, Sac & Portsmouth (guar.)       | 1,500,000                     | 6      | 6     | —             | —             |
| Rutland & Burlington (preferred)     | 332,700                       | 8      | —     | —             | —             |
| " (preferred)                        | 603,176                       | 6      | —     | —             | —             |
| St. L. Alton & Terre Haute (pref.)   | 1,700,000                     | 7      | 7     | 67            | —             |
| Toledo, Wabash & Western (pref.)     | 1,000,000                     | 7      | 7     | 73            | —             |
| Toledo, Peoria & Warsaw (1st pref.)  | 1,651,316                     | 7      | —     | —             | —             |
| " " "                                | 908,400                       | 7      | —     | —             | —             |
| Troy & Greenbush (guaranteed)        | 274,400                       | 6      | 6     | 45            | —             |
| Vermont & Canada, (guaranteed)       | 1,800,000                     | 8      | 8     | 102           | —             |
| Warren (guaranteed)                  | 1,408,300                     | 7      | 7     | —             | —             |
| White Mountains (guaranteed)         | 200,000                       | 5      | 5     | —             | —             |
| Wrightav., Y. & Gettysburg           | 517,050                       | 2      | 2     | —             | —             |

## CANAL AND NAVIGATION STOCKS

| COMPANIES.                        | Par of Shares. | Amount of Stock. | Dividends |        |           | Market Price. |
|-----------------------------------|----------------|------------------|-----------|--------|-----------|---------------|
|                                   |                |                  | Per cent. | Amount | Dividends |               |
| CANAL AND NAVIGATION STOCKS :     | \$             | \$               |           |        |           |               |
| Chesapeake and Delaware           | 100            | 1,243,563        | 38        | —      | —         | —             |
| Chesapeake and Ohio               | 100            | 8,226,595        | —         | —      | —         | —             |
| Delaware Division                 | 100            | 1,633,350        | 50        | —      | —         | —             |
| Delaware and Hudson               | 100            | 10,000,000       | 10        | 124    | —         | —             |
| Delaware and Raritan              | 100            | 2,298,400        | 10        | —      | —         | —             |
| Erie of Pennsylvania              | 50             | 64,000           | —         | —      | —         | —             |
| Illinoian and Michigan            | —              | —                | —         | —      | —         | —             |
| Lehigh Navigation                 | 50             | 6,968,146        | 10        | 29     | —         | —             |
| Monongahela Navigation            | 50             | 726,800          | 3         | —      | —         | —             |
| Morris, (consolidated)            | 100            | 1,025,000        | 10        | 35     | —         | —             |
| " (preferred)                     | 100            | 1,175,000        | 10        | 70     | —         | —             |
| North Branch                      | —              | —                | —         | —      | —         | —             |
| Sault Ste Marie                   | 100            | —                | —         | —      | —         | —             |
| Schuylkill Navigation (consolid.) | 50             | 1,905,207        | 10        | —      | —         | —             |
| " (preferred)                     | 50             | 2,888,988        | 19        | —      | —         | —             |
| Susquehanna and Tide Water        | 50             | 2,048,260        | 14        | —      | —         | —             |
| Union                             | —              | —                | —         | —      | —         | —             |
| West Branch and Susquehanna       | 100            | 2,787,000        | 1         | —      | —         | —             |
| Wyoming Valley                    | 50             | 1,100,000        | 6         | 30     | —         | —             |
| Wyoming Valley                    | 50             | 750,000          | 16        | 32     | —         | —             |

## Wholesale Price Current.

The ton in all cases is to be 2340 lbs.

|  |                     |                     |
|--|---------------------|---------------------|
| IRON—DUTY : Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, 49 per ton; Polished Sheet, 3 cents per lb.; Pig, Scotch, No. 1         | per ton, 43         | — @ 45              |
| Pig, American, No. 1   | — @ 42              | —                   |
| Pig, American, No. 2   | — @ 38              | —                   |
| Bar, Refined, English and American   | — @ 87              | 50                  |
| Bar, Swedes, assorted sizes  | (gold) 87           | 50 @ 90             |
| STORE PRICES.  | —                   | —                   |
| Bar, Swedes, ordinary sizes  | — @ 155             | —                   |
| Bar, English and American, Refined   | — @ 100             | —                   |
| Bar, English and American, Common  | — @ 90              | —                   |
| Scroll   | — @ 175             | —                   |
| Ovals and Half-round   | — @ 155             | —                   |
| Sand   | — @ 130             | —                   |
| Horse Shoe   | — @ 130             | —                   |
| Rods, 1/8 to 1/2 inch  | — @ 165             | —                   |
| Hoop   | — @ 190             | —                   |
| Nail Rod   | — @ 135             | —                   |
| Sheet, Russia, Med. No.'s  | — @ 90              | — @ 10              |
| Sheet, Single, D. and T. Common  | — @ 13              | — @ 14              |
| Rails, English   | — (gold) per ton 50 | 50 @ 52             |
| Rails, American (at works)   | — @ 70              | — @ 80              |
| STEEL—DUTY : Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)   | —                   | —                   |
| English Cast, (2d and 1st qly.)  | — per lb.           | — @ 23              |
| Eng. Spring, (2d and 1st qly.)   | — 10                | — @ 124             |
| Eng. Blister, (2d and 1st qly.)  | — 11                | — @ 20              |
| English Machinery  | — 18                | — @ 16              |
| English German, (2d and 1st qly.)  | — 14                | — @ 16              |
| American Blister, "Black Diamond"  | — 10                | — @ 15              |
| American, Cast, Tool, do.  | — 19                | — @ 16              |
| American, Spring, do.  | — 10                | — @ 13              |
| American Machinery, do.  | — 10                | — @ 13              |
| American German, do.   | — 10                | — @ 15              |
| COPPER—DUTY : Pig, Bar and Ingots 2½ old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 to 34 oz. per square foot, 3 cents per lb. | —                   | —                   |
| Sheathing, New   | — per lb.           | — @ 33              |
| Bolts  | — 33                | — @ 42              |
| Braziers   | — 33                | — @ 42              |
| Sheathing, &c., Old  | — 18                | — @ 30              |
| Sheathing, Yellow Metal  | — 26                | — @ 26              |
| Bolts, Yellow Metal  | — 23                | — @ 24              |
| American Ingots  | — 23                | — @ 24              |
| LEAD—DUTY : Pig, \$2 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 2½ cents per lb.   | —                   | —                   |
| Galena   | — per 100 lb.       | — @ 2               |
| Spanish  | — (gold)            | 6 35 @ 6 40         |
| German Refined   | — (gold)            | 6 35 @ 6 50         |
| English  | — (gold)            | 6 35 @ 6 75         |
| Bar  | — (net)             | 10 — @ 12           |
| Pipe and Sheet   | — (net)             | — @ 10½             |
| TIN—DUTY : Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 26 per cent. ad val.  | —                   | —                   |
| Spanish  | — (gold) per lb.    | 26 @ —              |
| Straits  | — (gold)            | 23 @ — @ 27½        |
| English  | — (gold)            | 23 @ — @ 24         |
| Gold   | — Currency          | —                   |
| Plates, I. C. Charcoal, p. box   | 8 37½               | 8 50 12 50 @ 12 75  |
| Plates, I. C. Coke   | 7 — @ 7 62½         | 10 25 @ 11 50       |
| Plates, Coke Terne   | — @ 6 25            | 9 25 @ 9 50         |
| Plates, Charcoal Terne   | 7 75                | 8 12½ 11 50 @ 12 25 |
| PETROLEUM—DUTY : Crude, 20 cents; Refined 40 cents per gallon.   | —                   | —                   |
| Crude, 40 @ 47 gravity (in bulk) per gall.   | —                   | — @ 15½             |
| Crude, 40 @ 47 gravity (in shipping order)   | — 21                | — @ 22              |
| Refined, free, S. W.   | —                   | — @ —               |
| Refined, in bond, prime L. S. to W. (110 @ 115 test)   | —                   | — @ 32              |
| Refined, in bond, Standard White   | — 33½               | — @ 33½             |
| Refined, in bond, prime White  | — 34                | — @ 33              |
| Naphtha, Refined, (60 @ 63 gravity)  | — 16                | — @ 17              |
| Residuum   | — per bbl.          | — @ 3 30            |

## New York Stock Exchange.

| Actual Sale Prices for the week ending Aug. 19. |      |      |      |      |      |      |
|---|------|------|------|------|------|------|
| Th 13, F. 14, Sat. 15, M. 17, Tu. 18, W. 19     |      |      |      |      |      |      |
| Atlantic M. S. S. Co.                           | 47   | 47   | 46   | 46   | 46   | 46   |
| Boston, Hartford & Erie                         | 23   | 21½  | 21½  | 21½  | 21½  | 21½  |
| California 7s                                   | —    | —    | —    | —    | —    | —    |
| Canton Co.                                      | 47   | 47   | 46   | 46   | 46   | 46   |
| Central of N. Jersey                            | 120  | 119  | 119  | 119  | 119  | 119  |
| Chicago & Alton                                 | —    | —    | —    | —    | —    | —    |
| Chicago & Burlington                            | —    | —    | —    | —    | —    | —    |
| Chicago & Rock Isl.                             | 111½ | 112½ | 99½  | 99½  | 97½  | 97½  |
| Chi. & Gt. Eastern 1st m.                       | —    | —    | —    | —    | —    | —    |
| Chi. & Northwest                                | 82½  | 82½  | 81½  | 81½  | 80   | 80   |
| Chi. & Pa. 7s                                   | 96   | 96   | 96   | 96   | 94   | 94   |
| C. O. C. and Ind.                               | 85   | 85   | 85   | 85   | 85   | 85   |
| Coley, and Pittsburg                            | 87   | 87   | 86   | 86   | 86   | 86   |
| Con. 2 M. 7p.c.                                 | —    | —    | —    | —    | —    | —    |
| Con. 3 M. 7p.c.                                 | 98   | 98   | 98   | 98   | 98   | 98   |
| Con. 4 M. 7p.c.                                 | 98   | 98   | 98   | 98   | 98   | 98   |
| Con. 5 M. 7p.c.                                 | 98   | 98   | 98   | 98   | 98   | 98   |
| Great Western 2d mort.                          | 77   | 77½  | 76½  | 76½  | 76½  | 76½  |
| Hudson River                                    | 135  | 135½ | 137  | 137  | 135  | 135  |
| Ill. 1 M. 7p.c.                                 | —    | —    | —    | —    | —    | —    |
| Ill. 2 M. 7p.c.                                 | —    | —    | —    | —    | —    | —    |
| Ill. 3 M. 7p.c.                                 | —    | —    | —    | —    | —    | —    |
| Ill. 4 M. 7p.c.                                 | —    | —    | —    | —    | —    | —    |
| Ill. 5 M. 7p.c.                                 | —    | —    | —    | —    | —    | —    |
| Ill. 6s to H. & St. J. R.                       | 93   | 93   | 93   | 93   | 93   | 93   |
| Ill. Pacific                                    | —    | —    | —    | —    | —    | —    |
| Morris and Essex                                | —    | —    | —    | —    | 64   | 64   |
| " 1st mort.                                     | —    | —    | —    | —    | 64   | 64   |
| " 2d mort.                                      | 89½  | 89½  | 89½  | 89½  | 89½  | 89½  |
| N. Jersey R.R. & T. Co.                         | —    | —    | —    | —    | 93   | 93   |
| New York Central                                | 127½ | 127½ | 125½ | 125½ | 125½ | 125½ |
| " 7s, S. F. '76                                 | —    | —    | —    | —    | 93   | 93   |
| " 7s, conv. '76                                 | 73   | 73½  | 72   | 72   | 71½  | 71½  |
| " 8s, S. F. '85                                 | —    | —    | —    | —    | 92   | 92   |
| " 8s, S. F. '87                                 | —    | —    | —    | —    | 92   | 92   |
| N. York & Harlem                                | —    | —    | —    | —    | 92   | 92   |
| " " prof."                                      | —    | —    | —    | —    | 92   | 92   |
| " 1 M. 7p.c. '78                                | —    | —    | —    | —    | 92   | 92   |
| N. Y. and N. Haven                              | 145  | 145  | 145  | 145  | 145  | 145  |
| N. Carolina 6s ex                               |      |      |      |      |      |      |

**New York Stock Exchange.**

*Actual Sale Prices for the week ending Aug. 19.*  
Th.13. F.14. Sat.15. M.17. Tu.18. W.19.

| FEDERAL STOCKS:-   |                   |                   |                   |                   |                   |                   |                   |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| U. S. 5s, 1871, reg.   | 126               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 5s, 1871, coup.  | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 5s, 1874, reg.   | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 5s, 1874, coup.  | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 5s, 10-40s, coup. <sup>100</sup>                         | 109 $\frac{1}{2}$ | 108 $\frac{1}{2}$ |
| U. S. 5s, 10-40s, reg.   | 104 $\frac{1}{2}$ |
| U. S. 6s, 1881, reg. <sup>115<math>\frac{1}{2}</math></sup>    | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 1881, coup. <sup>115<math>\frac{1}{2}</math></sup>   | 116 $\frac{1}{2}$ | 115               | 115               | 115               | 114               | 113 $\frac{1}{2}$ | 113 $\frac{1}{2}$ |
| U. S. 6s, '81, O. W. L. Y.                                     | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 1881, " <sup>14</sup>                                | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 1885, reg.   | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 1888, coup.  | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 5-20s, reg. '62.                                     | 108 $\frac{1}{2}$ | ---               | 108 $\frac{1}{2}$ |
| U. S. 6s, 5-20s, c. '62 <sup>114<math>\frac{1}{2}</math></sup> | 114 $\frac{1}{2}$ | 114               | 114               | 113 $\frac{1}{2}$ | 113 $\frac{1}{2}$ | 113 $\frac{1}{2}$ | 113 $\frac{1}{2}$ |
| U. S. 6s, 5-20s, reg. '64                                      | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 5-20s, c. '64 <sup>119<math>\frac{1}{2}</math></sup> | 110 $\frac{1}{2}$ | ---               | 109 $\frac{1}{2}$ |
| U. S. 6s, 5-20s, reg. '55.                                     | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 5-20s, c. '65 <sup>112<math>\frac{1}{2}</math></sup> | 112 $\frac{1}{2}$ | 111 $\frac{1}{2}$ |
| U. S. 6s, 5-20s, r. '65.109                                    | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 5-20s, c. n.'65.109 <sup>1</sup>                     | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ |
| U. S. 6s, 5-20s, reg. '67.109                                  | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 5-20s, c. '67 <sup>109<math>\frac{1}{2}</math></sup> | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ |
| U. S. 6s, 5-20s, reg. '68.109 <sup>1</sup>                     | ---               | ---               | ---               | ---               | ---               | ---               | ---               |
| U. S. 6s, 5-20s c. '68 <sup>109<math>\frac{1}{2}</math></sup>  | 108 $\frac{1}{2}$ | ---               | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ |
| U. S. 6s, Pac. R. R. 100 <sup>12</sup>                         | ---               | ---               | ---               | ---               | ---               | ---               | ---               |

**Philadelphia Stock Exchange.**

*Actual Sale Prices for the week ending Aug. 18.*  
W.12. Th.13. F.14. Sat.15. M.17. Tu.18

| <i>Watervissa</i>                     | <i>preferred</i> | <i>83</i>  | <i>34</i>  | <i>83</i>  | <i>33</i>  | <i>33</i>  |
|---------------------------------------|------------------|------------|------------|------------|------------|------------|
| <i>Camden &amp; Amboy</i>             | <i>127</i>       | <i>127</i> |            | <i>128</i> | <i>128</i> | <i>129</i> |
| " " <i>68</i> '70                     |                  |            |            |            |            |            |
| " " <i>68</i> '75                     |                  |            |            |            |            |            |
| " " <i>68</i> '83                     |                  |            |            |            |            |            |
| " " <i>68</i> '89                     |                  |            |            | <i>88</i>  |            |            |
| " <i>mort. 68</i> '89                 |                  |            |            |            |            |            |
| <i>Elmira &amp; W'mport</i>           | <i>pref.</i>     |            |            |            |            |            |
| " " <i>75</i>                         |                  |            |            |            |            |            |
| <i>Lehigh Navigation</i>              | <i>21</i>        | <i>21</i>  | <i>21</i>  | <i>21</i>  | <i>21</i>  | <i>20</i>  |
| " " <i>68</i> '84                     | <i>82</i>        |            | <i>82</i>  |            |            | <i>82</i>  |
| " " <i>Gold L.</i> <i>88</i>          | <i>88</i>        | <i>88</i>  |            |            | <i>88</i>  | <i>88</i>  |
| <i>Lehigh Valley R. R.</i>            | <i>54</i>        | <i>54</i>  | <i>54</i>  | <i>54</i>  | <i>54</i>  |            |
| " " <i>68</i>                         |                  |            |            |            |            |            |
| <i>Little Schuylkill R. R.</i>        |                  | <i>45</i>  |            |            | <i>44</i>  |            |
| " " <i>75</i>                         |                  |            |            |            |            |            |
| <i>Minehill</i>                       |                  | <i>56</i>  |            |            |            |            |
| <i>Morris Canal</i>                   |                  |            |            |            |            |            |
| " " <i>pref.</i>                      | <i>70</i>        | <i>70</i>  |            | <i>70</i>  |            |            |
| " " <i>68</i> '76                     |                  |            |            |            |            |            |
| <i>North Pennsylvania</i>             |                  |            | <i>33</i>  |            |            |            |
| " " <i>68</i> '90                     |                  |            | <i>89</i>  |            |            |            |
| " " <i>75</i> '90                     |                  |            | <i>89</i>  |            |            |            |
| " " <i>105</i>                        |                  |            |            |            | <i>90</i>  |            |
| <i>Northern Central</i>               |                  |            |            |            |            |            |
| <i>Pennsylvania R. R.</i>             | <i>53</i>        | <i>53</i>  | <i>52</i>  | <i>53</i>  | <i>53</i>  | <i>53</i>  |
| " " <i>1st m.</i>                     |                  |            | <i>100</i> |            |            | <i>100</i> |
| " " <i>2d m.</i>                      |                  |            |            |            |            |            |
| <i>Penn. State, 68 1st series</i>     | <i>104</i>       |            |            |            |            | <i>104</i> |
| " " <i>68, 2d series</i>              |                  |            |            |            |            | <i>107</i> |
| " " <i>68, 3d series</i>              | <i>109</i>       |            |            |            |            |            |
| " " <i>68. W. L.</i>                  | <i>102</i>       |            |            |            |            |            |
| <i>Philadelphia City, 68</i>          |                  |            | <i>100</i> |            | <i>100</i> | <i>100</i> |
| " " <i>new 103</i>                    | <i>103</i>       | <i>103</i> | <i>103</i> | <i>103</i> | <i>103</i> | <i>103</i> |
| <i>Philad. &amp; Germ. &amp; Nor.</i> |                  | <i>70</i>  |            |            |            |            |
| <i>Phila. &amp; Reading</i>           | <i>45</i>        | <i>46</i>  | <i>45</i>  | <i>45</i>  | <i>45</i>  | <i>45</i>  |
| " " <i>68, '70</i>                    |                  |            |            |            |            |            |
| <i>Philadelphia &amp; Erie</i>        |                  | <i>26</i>  |            |            |            |            |
| " " <i>68</i>                         |                  |            |            |            |            |            |
| <i>Schuylkill Navigation</i>          |                  |            |            |            |            |            |
| " " <i>pref.</i>                      |                  |            |            |            |            | <i>19</i>  |
| " " <i>68 '82</i>                     |                  |            |            |            |            | <i>70</i>  |
| " " <i>68 '76</i>                     |                  |            |            |            |            | <i>70</i>  |
| " " <i>68 '72</i>                     |                  |            |            |            |            |            |
| <i>Susq. Canal</i>                    |                  |            |            |            |            |            |
| " " <i>68 '78</i>                     |                  |            |            |            |            | <i>59</i>  |
| <i>Union Canal, prof.</i>             |                  |            |            |            |            |            |
| " " <i>68 '83</i>                     |                  |            |            |            |            |            |
| <i>Wyoming Valley Canal</i>           |                  |            |            | <i>32</i>  |            | <i>32</i>  |
| " " <i>bonds</i>                      |                  |            |            |            |            |            |
| <i>Hestonville, (Horse)</i>           |                  |            |            |            |            |            |
| <i>Chestnut &amp; Wal.</i>            |                  |            |            |            |            |            |
| <i>Green &amp; Coates,</i>            |                  |            |            |            |            |            |
| <i>2d and 3d streets,</i>             |                  |            |            |            |            |            |
| <i>Spruce &amp; Pine,</i>             |                  |            |            |            |            | <i>53</i>  |

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### Baltimore Stock Exchange.

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*Actual Sale Prices for the week ending Aug. 18.*  
W.12, Th.13, F.14, Sat.15, M.17, Tu.18

|                          | W. 12. Feb. 18. 1875. Sat. 10. M. 11. 1875. | 98   | 97½ | --- |
|--------------------------|---|------|-----|-----|
| Baltimore City 6s, 1875. |   |      |     |     |
| "    "    1886           |   |      |     |     |
| "    "    1890. 97½      | 97½   | 97½  | --- | 97½ |
| "    "    1893           |   |      |     |     |
| Balt. and Ohio           | 124   | 123½ | --- | --- |
| "    "    b'ds '95       |   |      |     |     |
| "    "    "  '80         |   |      |     |     |
| "    "    "  '85         |   |      |     |     |
| Marietta & Cin. 1st m.   |   | 92½  | 92½ | --- |
| "    "    2d m.          |   |      | 77½ |     |
| Northern Central         |   |      |     |     |
| "    "    b'ds, 1885     | 85  |      |     |     |
| "    "    1900           |   |      | 84  | 83½ |
| N. W. Va. 1st mort       |   |      |     |     |
| "    "    2d mort        |   |      |     |     |
| "    "    3d mort        |   |      |     |     |
| City Passenger R. R.     |   |      |     |     |

### Boston Stock Exchange.

*Actual Sale Prices for the week ending Aug. 19.*  
Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.

|  |     |                   |                   |                   |                   |
|--|-----|-------------------|-------------------|-------------------|-------------------|
| Boston and Albany                        | 150 | 150               | —                 | —                 | 149               |
| Boston and Lowell                        | —   | —                 | —                 | —                 | —                 |
| Boston and Maine                         | 159 | —                 | —                 | 159               | 159               |
| Boston and Providence                    | 18  | 18                | 187               | 187               | 137               |
| Boston, Hartford & Erie 23 $\frac{1}{2}$ | 22  | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  | 21 $\frac{1}{2}$  |
| Cheshire, pref.                          | 70  | —                 | —                 | —                 | 70                |
| Concord                                  | —   | —                 | —                 | —                 | —                 |
| Connecticut River                        | —   | —                 | —                 | —                 | —                 |
| Eastern                                  | —   | 122               | —                 | 121 $\frac{1}{2}$ | 121 $\frac{1}{2}$ |
| Fitchburg                                | —   | —                 | —                 | —                 | —                 |
| Manchester & Lawrence                    | —   | —                 | —                 | —                 | —                 |
| Michigan Central                         | —   | —                 | —                 | —                 | —                 |
| Northern, N. H.                          | —   | 117 $\frac{1}{2}$ | 117 $\frac{1}{2}$ | —                 | 117 $\frac{1}{2}$ |
| Ogdens, & Lake Champ 68 $\frac{1}{2}$    | —   | 69                | 69 $\frac{1}{2}$  | 69 $\frac{1}{2}$  | 69 $\frac{1}{2}$  |
| Old Colony & Newport                     | 96  | 98                | 96 $\frac{1}{2}$  | 96 $\frac{1}{2}$  | 96 $\frac{1}{2}$  |
| Ph., Wil. & Baltimore 58 $\frac{1}{2}$   | —   | 56                | —                 | —                 | 56                |
| Portland, Saco & Ports                   | —   | —                 | —                 | —                 | —                 |
| Vermont & Canada                         | —   | 102               | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 102               |
| Vermont & Mass.                          | —   | —                 | —                 | —                 | —                 |
| Broadway (Horse)                         | —   | —                 | —                 | —                 | —                 |
| Cambridge "                              | —   | 100               | 100               | —                 | 100               |
| Metropolitan "                           | 67  | 67                | 67                | —                 | 66                |
| Middlesex "                              | —   | 60                | —                 | 63                | —                 |
| Central Mining Co.                       | —   | —                 | —                 | —                 | —                 |
| Copper Falls "                           | —   | —                 | —                 | 20 $\frac{1}{2}$  | 20 $\frac{1}{2}$  |
| Franklin "                               | —   | —                 | 14                | —                 | 13 $\frac{1}{2}$  |
| Huron "                                  | —   | —                 | —                 | —                 | —                 |
| Isle Royale "                            | —   | —                 | —                 | —                 | —                 |
| National "                               | —   | —                 | —                 | —                 | —                 |
| Minnesota "                              | —   | —                 | —                 | —                 | —                 |
| Pewabic "                                | —   | —                 | —                 | —                 | 8                 |
| Pittsburg "                              | —   | —                 | —                 | —                 | —                 |
| Quincy "                                 | —   | —                 | —                 | 21                | 21                |
| Rockland                                 | —   | —                 | —                 | —                 | —                 |

### London Stock Exchange.

The following were the closing prices for American Securities July 31st and Aug. 7:

|  |       | Closing<br>July 31. | Prices<br>Aug. 7. |
|--|-------|---------------------|-------------------|
| United States, 5-20s, 6 per cent                               | 1882. | 72 @ 72             | 70 1/2 @ 70       |
| Do. do. 6  | 1884. | 70 @ 72             | 69 @ 71           |
| Do. do. 6  | 1886. | 71 @ 71 1/2         | 69 1/2 @ 69 1/2   |
| Do. do. 6  | 1888. | 87 @ 89             | 87 @ 88           |
| Virginia State, 5 per cent                                     | ----- | 52 @ 55             | 52 @ 55           |
| Do. 6 per cent   | ----- | 34 @ 35             | 34 @ 36           |
| Atl. & Gt. Western, N. Y. sec., 1st<br>mort., 1880, 7 per cent | ----- | 65 @ 70             | 65 @ 70           |
| Do. do, 2d mort., 1881   | ----- | 60 @ 65             | 60 @ 65           |
| Do. Penn, 1st mort., 1877                                      | ----- | 65 @ 70             | 65 @ 70           |
| Do. do, 2d mort., 1882   | ----- | 60 @ 65             | 60 @ 65           |
| Do., consolid. mort. bonds, 1890                               | ----- | 42 @ 48             | 39 @ 40           |
| Detroit and Mil. 1st mort. 7 p. c. 1864                        | ----- | 60 @ 62             | 58 @ 62           |
| Erie shares, \$100 (all paid)                                  | ----- | 43 @ 44             | 37 1/2 @ 38       |
| Do., sterl. 6 p. c. conv. bonds                                | ----- | 74 @ 76             | 72 @ 75           |
| Illinois Central, 6 p. c., 1875                                | ----- | 90 @ 95             | 90 @ 95           |
| Do., \$100 shares (all paid)                                   | ----- | 94 1/2 @ 95         | 91 1/2 @ 92       |
| Do., 7 p. c., 1875   | ----- | 78 @ 80             | 78 @ 80           |
| Marietta & Cin. R. R. bonds, 7 p. c.                           | ----- | 71 @ 73             | 69 @ 71           |
| Panama R. R. 2d mort., 1882, 7 p. c. 105                       | ----- | 105 @ 107           | 105 @ 107         |
| Penn. R. R. bonds, 2d mort. conv. 6 p. c. 95                   | ----- | 97 @ 98             | 94 @ 98           |

## American Railroad Journal.

**Saturday, August 22, 1868.**

### **Stock Exchange and Money Market.**

The Money Market has been more active, and a point firmer, since our last. The city banks have been losing strength in their deposit and currency lines, mainly through remittances to the interior, in aid of the produce movement. Last week, the various express companies carried off about eleven millions, chiefly of National bank notes to the West, where a lively inquiry prevails for accommodation. The current week's outflow also promises to be very heavy. Call loans have been quoted up to 4@5 per cent., with rather more doing at the higher figure, which is now the fixed price with several city banks. Prime discounts have been current to a moderate extent at 6½@7 per cent. per annum. The banks have been more prudent in their dealings in produce paper. The city banks in their last week return, show a loss of \$8,155,405 of deposits, \$1,830,577 of specie, and \$1,116,067 of legal tender notes; with a contraction of \$1,947,166 in the loan averages. The United States Sub-Treasury added over five millions to its cash balances as the result of the past week's business, which embraced re-

ceipts from all sources of \$19,638,370, against disbursements on all accounts of \$14,336,420. The bank Clearing house reported the exchange for the week at \$482,533.952.

The specie reserve of the city banks is now \$22,953,850, against \$5,920,557 same time last year. The city bank deposits are now \$223,561,087, against \$194,046,591 week ending Aug. 17, 1867. The legal tender reserve amounts to \$72,935,481, against \$69,473,793 same time last year. The circulation now stands at \$84,114,087, against \$83,669,757 same time last year. The loans are now \$277,808,620, against \$253,282,411 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$80,422,160 a day, against a daily average of \$97,834,064 the preceding week, and \$74,855,699 the week ending with Aug. 1, 1868. The current week's exchanges average about \$93,500,646 a day. The city banks last week, lost \$1,830,577 of specie, \$1,116,062 of legal tender, and \$8,155,405 of deposits. They reduced their loans, \$1,947,166; and increased their circulation, \$39,718.

The New York Gold Exchange Bank reports for the week ending Saturday, the 15th day of Aug., 1868, the average amount of loans and discounts as \$1,061,924; average amount of specie, \$1,048,180; average amount of deposits, \$1,564,866.

The Philadelphia Bank movement the past week shows an increase in loans of \$82,743 an increase of \$12,523 in specie; an increase in legal tenders of \$26,792; a decrease of \$658,589 in deposits; and an increase of \$2,021 in circulation. The Bank Clearings show a decrease of \$453,756, and the balances, a decrease of \$646,

The outstanding amount of coin certificates on the 1st of Aug., was \$22,414,000, against \$20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$969,000, and retired \$2,718,150 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during July, reached \$8,989,060.

The U. S. Sub-Treasury receipts, week ending with Aug. 15, were \$19,638,389, including \$2,820,150 from customs duties; payments, \$14,336,441, including \$278,000 of coin interest; balance at the close of the week, \$84,290,221, against \$78,988,273, at the close of the preceding week, showing an increase of \$5,301,948. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,268,029 including \$368,263 from customs; and payments, \$3,272,911; on Tuesday, receipts, \$3,287,577 including \$450,028 from customs, and payments, \$2,879,480. The balance at the close of business on Tuesday stood at \$83,693,437, against \$79,418,886, a week previous; and \$78,421,279, on Aug. 5, 1868. The aggregate receipts of the office from all sources in July, were \$94,561,982; aggregate payments, \$108,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to \$89,125,661.

National Bank notes to the amount of \$117,380 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$309,298,706, against \$282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,389,836, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$239,908,870. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,643,300; and for the public deposits, \$38,052,350—making a total of \$379,705,660. The Treasury Department last week redeemed and destroyed \$478,800 of worn and mutilated fractional currency, and issued \$540,806 of new. The outstanding amount of fractional currency on the 1st of August was \$31,867,818, against \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues have been on a more liberal scale, since our last, in both forms of customs and excises. The excises, last week, yielded some 4½ millions; customs at the port of New York, \$2,820,150, and at the outports about \$950,000 (in coin) more, making the grand total income for the week equal to about \$9,980,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$25,880,000, or equal to about 3½ millions a week.

Gold has receded over three per cent., during the week, or from 148½ as the highest point on Friday last, to 144½ as the lowest, on Wednesday of the current week. The offerings have been more extensive, largely on speculative account, while the demand from all sources has been less animated. The export inquiry has been limited. It fell short of a million last week. Thus far this week, it has taken only \$259,671. The customs drain has been on the increase, adding to the coin reserve of the Treasury Department. There were some reports in circulation toward the close of a small amount of specie having been imported from Great Britain within a few days. These reports were only deemed of consequence as suggesting the probability of a considerable importation of coin later in the season, as the result of the augmented foreign call for our produce, which will add largely to the available supply of sterling exchange, to the depression of exchange values. The latest transactions in Gold indicated a little more firmness, the closing quotation on Wednesday having been 145½.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,673,364, against \$1,315,000 same time last year. The customs demand for Gold last week, averaged \$471,525 a day; thus far, this week, it has been equal to \$409,195 a day, or equal to a weekly aggregate of \$2,455,170. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$280,102 and from California, \$1,191,895. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$71,896,986, against \$77,085,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$27,455,126, against \$18,995,126, in 1867, showing an increase thus far in 1868, of \$8,460,597. The exports

of specie, from this port, last week, were \$653,498, against \$601,888 same week last year; total, since Jan. 1, 1868, \$63,238,187, against \$39,276,638 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$278,000; since Jan. 1, 1868, \$59,757,581, against \$39,482,199. The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were \$22,384,285, against \$24,994,670 same time last year. Government received \$4,854,786 from customs at the port of San Francisco, from Jan. 1, to July 28, against \$4,184,000 same time in the preceding year.

An augmented supply of foreign exchange has been available to buyers at slightly reduced rates, yet the demand has been on a restricted scale, and the market closed dull and weak. Bankers' prime sixty day bills on London closed on Wednesday at 109@109½, and on Paris to 5.22½c. @5.17½; sight bills on London to 109½@109½, and on Paris to 5.15c. @5.18½. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,772,663, against \$2,962,501 same week last year; total, since Jan. 1, 1868, \$105,061,555 against \$119,425,889 in 1867; and grand total, during the fiscal year ending July 1, 1868, \$179,784,280, against \$195,544,905 in 1866-'67.

Government securities have been in quite limited request for all purposes, since our last, and prices have declined materially, under a pressure to realize, partly on account of city banks, having Western connections, and needing currency to respond to the increasing calls of their correspondents. The dealings on Wednesday showed more animation in the market at a fractional rally from the lowest figures, which were made on the forenoon of that day.

U. S. sixes of 1881 closed here on Wednesday at 113½@113½; U. S. Five-twentieths of 1862, 118@118½; U. S. Five-twentieths of 1864 at 108½@108½; U. S. Five-twentieths of 1865 at 110½@110½; U. S. Five-twentieths of 1865, consolidated, 107½@108; U. S. Five-twentieths of 1867, 107½@107½; U. S. Five-twentieths of 1868, 107½@107½; U. S. Ten-forties at 108½@108½. U. S. Six per cent. currency bonds, 102@102½. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ½@1½ of 1 per cent. on these figures: September, 1865.. 118½ | October, 1865.... 118

The latest quotations at the London Stock Exchange compare as follows with former returns:

|                        | Aug. 5. | Aug. 12. | Aug. 19. |
|------------------------|---------|----------|----------|
| Consols.....           | 94½     | 93½      | 94½      |
| U. S. 5-20's of 1862.. | 71½     | 72       | 71½      |
| Erie.....              | 37½     | 36½      | 31½      |
| Ill. Central.....      | 92½     | 92½      | 91½      |

The railway and miscellaneous share market has been excited and decidedly lower for all the active stocks, under very extensive realizations, largely on account of the *bear* interest. Erie and New York Central have been the most severely hammered, the former having fallen 9@10 per cent., and the latter 6@7 per cent. At the close, the market was dull, weak, and feverish.

Domestic produce has been generally in moderate demand, since our last. Breadstuffs and Provisions have been quoted lower. Cotton has im-

proved ½@1ct. per lb. Middling upland cotton closed buoyantly on Wednesday at 30 cents per lb. The stock of cotton now here is estimated at about 42,500 bales. The receipts at the port this week, have averaged only about 250 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 105,000 bales same date last year. At the Live Stock market, this week, Beeves have been in moderate demand at from 10@16½c. per lb.; week's receipts, 7,060. Veal calves have been in less demand at from 7@11c. per lb.; receipts, 1,846. Sheep and lambs have been plenty and heavy ranging from 4@6½c., and 6@8½c., respectively, per lb.; receipts, 35,905. Swine have been moderately active but lower selling at from 9½@10½c. per lb., all live weight; receipts, 18,854. General merchandise have been comparatively tame and weak, influenced in part, by the decline in Gold. Dry Goods have been lightly dealt in; desirable fabrics have varied little in value. The total imports of foreign dry goods, last week, were \$1,933,412, and the total amount marketed \$2,071,676. The value of foreign merchandise imported last week, was \$2,379,486—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,312,898, against \$4,673,114 same week last year; from Jan. 1, 1868, \$155,532,525, against \$160,538,874 same time in 1867; and year ending July 1, 1868, \$238,283,518, against \$269,881,007 in 1866-'67. The freight market has been moderately active, but rates have been quoted lower. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d. @1s. 9d. by steamer, per bbl.; grain at 3d. by sail, and 3@3½d. by steamer, per bushel; cotton at ½d. @½d. by sail, and ½d. by steamer, per lb.; and heavy goods at 12s. 6d. @25s. by sail, and 15s. @30s. steamer, per ton. Total number of vessels in port on Wednesday, 455.

The New York exports, exclusive of specie, for the week ending Aug. 18, and since the beginning of the year, compare as follows:

|                     | 1867.       | 1868.       |
|---------------------|-------------|-------------|
| For the week.....   | \$2,962,501 | \$2,772,663 |
| Prev. reported..... | 116,463,388 | 102,288,892 |

Since January 1..... \$119,425,889 \$105,061,555

The imports for the week ending August 15, and since the beginning of the year, have been as follows:

|                         | 1867.       | 1868.       |
|-------------------------|-------------|-------------|
| Dry goods.....          | \$1,881,803 | \$1,933,412 |
| Gen. merchandise.....   | 2,841,311   | 2,379,486   |
| Total for the week..... | \$4,673,114 | \$4,312,898 |
| Previously reported.... | 155,865,760 | 151,219,627 |

Since January 1..... \$160,538,874 \$155,532,525

The balance in the Sub-Treasury on Wednesday was \$84,249,779.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—N. Y. State 7s, Bounty Loan coupon, 108; Georgia 7s, 90; do, 6s, 80; Peninsular R. R. 1st mort., 91; Tol. Peoria and Warsaw 1st mort., E. D., 84½; W. D., 80½; Clev., Col. and Ind. Central 1st mort., 77; Toledo and Wabash Equipment bonds, 78½; Galena and Chicago

2d mort, 96; Albany and Susquehanna 2d mort, 7s, 86; N. Y. and New Haven 6s, 97; Chicago and Northwestern, Appleton Extension bonds, 89; Hannibal and St. Joseph R. R., 84; do, pref, 83; do, conv. bonds, 94; Stonington R. R., 80; Cary Imp. Co., 11; Adams' Express Co., 46 $\frac{3}{4}$ ; American Exp., 40; U. S. Exp., 41; Merchants' Union Exp., 19 $\frac{1}{2}$ ; Wells-Fargo Exp., 25 $\frac{1}{2}$ ; Western Union Telegraph Co., 34; Shoe and Leather Bank, 121; Ninth National Bank, 109 $\frac{1}{2}$ ; Metropolitan Bank, 138; Corn Ex. Bank, 126; Fourth National Bank, 104 $\frac{1}{4}$ ; Bank of Commerce, 122; Tenth National Bank, 100 $\frac{1}{2}$ ; Am. Ex. Bank, 120; Continental Bank, 102 $\frac{3}{4}$ ; Marine Bank, 150; Central National Bank, 107; Importers' and Traders' Bank, 128; Benton Gold, 0.25; Consol. Gregory, 4.00; Davidson Copper, 0.40; Flint Steel River, 1.50; Grass Valley, 0.35; La Crosse Gold, 0.31; Montana Gold, 0.56; New York Gold, 1.45; Quartz Hill, 1.00; Smith and Parmalee, 4.50; United State petroleum, 2.20; Walkill Lead, 0.10.

**Philadelphia.**—Phila. and Reading 6s, 1844-80, 92; Sunbury and Erie 7s, 101 $\frac{1}{2}$ ; Pemberton and Hightstown R. R. 7s, 100; Lehigh Nav. con. loan, 68; West Penna. R. R. 6s, 82; Elmira and Williamsport 5s, 62; Warren and Franklin 7s, 81; Thirteenth and Fifteenth streets R. R., 15; Girard College R. R., 26; West Phila. R. R., 65; Pittsburgh 5s, 72 $\frac{1}{2}$ ; Pennsylvania State coupon 5s, 97 $\frac{1}{2}$ ; N. Y. and Middle Coal Fields, 2 $\frac{3}{4}$ ; Fulton Coal, 5 $\frac{1}{2}$ ; Keystone Zinc, 1 $\frac{1}{4}$ ; Ocean Oil, 1 $\frac{1}{8}$ ; Union Bank, 60 $\frac{1}{2}$ ; Commercial Bank, 60; Mechanics' Bank, 31 $\frac{1}{2}$ ; Manufacturers' Bank, 31 $\frac{1}{4}$ . The latest quotations are: City 6s, 100 $\frac{1}{2}$ @100 $\frac{1}{4}$ ; do, free of tax, 102@103 $\frac{1}{4}$ ; State 5s, reg., 100@100; do, coupon, 97@98; do, 6s, W. L., 102 $\frac{1}{2}$ @103; Reading, 44 $\frac{1}{4}$ @44 $\frac{1}{4}$ ; do, 6s, 1870, 105@105 $\frac{1}{2}$ ; do, bonds, 92@93; Camden and Amboy, 129@129 $\frac{1}{2}$ ; do, mort. 6s, 1889, 96 $\frac{3}{4}$ @97; do, 1883, 88 $\frac{1}{4}$ @89; Penn. R. R., 53@53 $\frac{1}{8}$ ; do, 1st mort., 100@100 $\frac{1}{4}$ ; do, 2d mort., 99 $\frac{1}{2}$ @100; Little Schuylkill R. R., 44@45; Morris Canal, 33@50; do, pref., 70@70 $\frac{1}{2}$ ; do, bonds, 86@90; Wyoming Valley Canal, 32@34; do, 6s, 80@81; Susquehanna Canal, 13 $\frac{1}{4}$ @14 $\frac{1}{2}$ ; do, 6s, 58 $\frac{1}{2}$ @59 $\frac{1}{2}$ ; Sch. Nav., 10@12; do, pref., 18 $\frac{1}{2}$ @19; do, 6s, 1882, 70@70; Union Canal bonds, 12@12; Delaware Div. Canal, 49@50; do, bonds, 80@—; Elmira and Williamsport, 30@31 $\frac{1}{2}$ ; do, pref., 42@45; do, 7s, 1873, 98@95; do, 5s, 61@63; Lehigh Coal and Navigation, 20@20; do, bonds, 1884, 82@82 $\frac{1}{2}$ ; do, Gold Loan, 87 $\frac{1}{2}$ @90; North Pennsylvania, 33 $\frac{1}{4}$ @34; do, 6s, 89 $\frac{1}{2}$ @90; Philadelphia and Erie, 25 $\frac{1}{2}$ @26 $\frac{1}{4}$ ; do, 6s, 91@91 $\frac{1}{4}$ ; Minehill, 55 $\frac{1}{4}$ @56; Catawissa, 9@9 $\frac{1}{2}$ ; do, pref., 32 $\frac{1}{2}$ @33; Lehigh Valley, 54 $\frac{1}{2}$ @54 $\frac{1}{2}$ ; do, bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 52 $\frac{1}{4}$ @53; West Philadelphia, 64@67; Spruce and Pine, 23 $\frac{1}{2}$ @24; Green and Coates, 31@—; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@15 $\frac{1}{2}$ ; Girard College, 25@27; Tenth and Eleventh, 70@72; Union, 42@—; Hestonville, 10@10 $\frac{1}{4}$ .

**Boston.**—Ogdensburg and Lake Champlain pref., 104 $\frac{1}{2}$ ; Cin. Sand. and Clev., old, 14 $\frac{1}{2}$ ; Summit Branch R. R., 19; Rutland R. R., 30; Cape Cod R. R., 67 $\frac{1}{4}$ ; Burlington and Missouri River R. R. 8s, conv. 1878, 103 $\frac{3}{4}$ ; do, 7s, 1875, conv., 96; Cedar Rapids and Missouri R. R. guar., 92 $\frac{1}{4}$ ; Central Pacific R. R. 7s, gold, 110; do, 6s, 100 $\frac{1}{4}$ ;

Union Pacific R. R. 6s, 100 $\frac{1}{4}$ ; Col. Chicago and Ind. 7s, 83 $\frac{1}{2}$ ; Old Colony and Newport 6s, 97; do, 7s, 102 $\frac{3}{4}$ ; St. Joseph and Council Bluffs R. R. 10s, 108; Union Pacific R. R. 6s, gold, 100; Boston and Lowell R. R. 6s, 1879, 99 $\frac{1}{2}$ ; Boston, Hartford and Erie 7s, 80; do, new, 62; Michigan Central 8, 1882, 116 $\frac{1}{2}$ ; Vermont Central 1st mort. 7s, consolidated, 81 $\frac{1}{4}$ ; N. Y. and Boston Air Line 6s, 70; Stanstead, Shefford and Champlain 7s, 79; Boston Water Power Co., 15 $\frac{3}{4}$ ; Cary Imp. Co., 11; Ophir (N. S.) gold, 1; Essex Co., 125 $\frac{1}{2}$ ; Rhode Island 6s, 1898, 100 $\frac{1}{4}$ ; Massachusetts 5s, 1888@1894, gold, 115 $\frac{1}{4}$ ; New Hampshire 6s, 1878, 100 $\frac{1}{2}$ ; Connecticut 6s, 1888, 100 $\frac{1}{4}$ ; Chicago 6s, 1892, W.L., 91 $\frac{3}{4}$ ; Chicago 7s, School bonds, 99 $\frac{1}{2}$ ; Cincinnati 7-30s, 1878, 103; Portland 6s, Building Loan, 100; do, 6s, 1875@1885, municipal, 97 $\frac{1}{2}$ ; do, Water Works 6s, 100; Cook Co., Ills. 7s, 98 $\frac{1}{2}$ ; Roxbury 5s, 1878, 91 $\frac{1}{4}$ ; Fall River 5s, 1878, 90; Salem 6s, 1888, W. L., 100 $\frac{1}{4}$ ; Augusta 6s, 1870, 97 $\frac{1}{4}$ ; Cambridge 5s, 1882, 88 $\frac{1}{4}$ ; Lynn 5s, 1882, 86 $\frac{1}{4}$ ; Eagle National Bank 119; First National Bank, 167 $\frac{1}{2}$ ; Hide and Leather National Bank, 100; Hamilton National Bank, 128 $\frac{1}{4}$ ; Merchants' National Bank, 126 $\frac{1}{4}$ ; North National Bank, 120; National Bank of North America, 108 $\frac{1}{2}$ ; National Bank of Commerce, 125; National Bank of Redemption, 121; State National Bank, 108; Webster National Bank, 116; Allouez Mining Co., 3 $\frac{1}{2}$ ; Calumet, 42 $\frac{1}{4}$ ; Concord, 1 $\frac{1}{8}$ ; Haneock, 4 $\frac{1}{2}$ ; Hecla, 67; Superior, 87 $\frac{1}{2}$ c.

**Baltimore.**—Virginia 6s, old, 46 $\frac{3}{4}$ ; do, 1867, 45 $\frac{1}{4}$ ; Richmond and Danville bonds, 73 $\frac{1}{2}$ ; Atlantic Coal, 1.50; Howard Bank, 11 $\frac{1}{2}$ ; National Exchange Bank, 100; Mechanics' Bank, 11; Bank of Commerce, 27; Union Bank, 60 $\frac{1}{2}$ . The latest quotations are: Balt. and Ohio, 123 $\frac{1}{2}$ @125; do, 6s, 1875, 97@—; do, 1880, 97@—; do, 1885, 98@—; Northern Central, 47@48 $\frac{1}{2}$ ; do, bonds, 1885, 84 $\frac{3}{4}$ @85; do, 1900, 88 $\frac{1}{4}$ @84; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 95 $\frac{1}{4}$ @—; do, 2d mort., 91@94; do, 3d mort., 1873, 91@92; do, unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92 $\frac{1}{4}$ @93; do, 2d mort., 77@77 $\frac{1}{4}$ ; Central Ohio, 35@35 $\frac{1}{2}$ ; do, 1st mort., 87 $\frac{1}{2}$ @88; Western Md. 6s, 1890, 81@82; do, guar., 92@94; Richmond and Danville bonds, 73@73 $\frac{1}{2}$ ; Baltimore 6s, 1875, 97 $\frac{1}{2}$ @97 $\frac{1}{2}$ ; do, 1886, 97@97; do, 1890, 97 $\frac{1}{2}$ @97 $\frac{1}{2}$ ; do, 1893, 97@97; do, 5s, 1888-70, 80@—; City Passenger R. R., 18 $\frac{1}{4}$ @19; George's Creek, 52@60; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.60.

**Rockford, Rock Island and St. Louis R. R.** First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,

Treasurer.

**The** directors of the Mount Washington R. R. Co. are: John E. Lyon of Boston; Sylvester Marsh, Henry Keyes of Newbury, Vt.; Onslow Stearns, N. White, and J. Minot of Concord; and E. A. Straw of Manchester. Mr. Marsh is President, and Mr. Lyon, Treasurer.

#### Brockville and Ottawa Railway.

The receipts of the Brockville and Ottawa Railway for the six months ending July 1, 1868, were \$73,348 71. The operating expenses were \$38,950 05. For the half year ending July 1, 1867, the receipts were \$52,598 68; and the operating expenses, \$28,974 63. The increase in receipts has thus been \$20,750 08; and the increase in expenses, \$9,975 42. The whole expenses of operating the road in 1868, including all actual renewals, amounted to \$46,087 55, or 62.8 per cent. of receipts. The ordinary working expenses were 53.1 per cent. In 1867 they were 54.7. The renewals in 1868 amounted to \$10,748 33; in 1867 they were \$38,375 28. The gross receipts in cash for the year 1867 were \$146,209 39, and the percentage for operating expenses in the proportion of 48.11 of gross receipts. Cash on hand July 1, 1868, \$24,479 02. It is proposed by the manager to build a new iron girder bridge at Carlton Place, and a turn-table at Perth, which, it is expected, will be all the renewals necessary this year.

#### Western Maryland Railroad.

At a recent conference of the President and directors of this road with the county commissioners of Washington Co., says the *Hagerstown Mail*, "arrangements were made for the prosecution of the work with redoubled energy, with an assured prospect of its speedy completion. The estimates due contractors will be discharged in a few days. It is contemplated to finish the grading of the line to Mechanicstown within a month, and in a short time thereafter the cars will be running to that point, which will temporarily be the western terminus of the line. At this end very little work is required to finish up the grading of the road. The completion of the road to Mechanicstown will add immensely to the receipts of the road—the business of which is now so great as to require additional rolling stock. Negotiations for the cars required are now going on, and will be completed immediately upon the return of the president to Baltimore."

#### Union Pacific Railroad.

Sixty additional miles of the Union Pacific Railroad are now finished, making 960 from Omaha. It now seems probable that nearly 1,000 miles will be in running order before the close of the year, and the whole line to the Pacific will be open for business during 1869.

**The** following gentlemen have been elected directors of the Frederick and Pennsylvania Line Railroad Company; John Loats, John Reisnider, David J. Markey, J. Alfred Ritter, Lewis Bruner, John Sifford, W. H. Falconer, of Frederick, and Capt. A. W. Eichelberger and William Rinedoller, of Pennsylvania. John Loats, Esq., was elected President.

**The** work of arching the Albany and Susquehanna Railroad tunnel has been resumed, and will be completed by the 1st of November. As an inducement to finish the grading of the road between Harpersville and Binghamton by that date, an additional compensation to contractors of \$10,000 has been pledged.

**The** receipts of the European and North American Railway in July, 1868, were \$17,587 32; in July 1867, \$16,030 05—increase, \$1,557 27.

## Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 2d week in Aug., 1868, were... \$74,238 24  
Corresponding week of previous year.. 76,638 07

Decrease ..... \$2,399 83

The earnings of the Chicago and Northwestern Railroad for the 2d week in Aug., 1868. \$271,842 98  
Corresponding week previous year .. 194,628 44

Increase ..... \$77,214 54

The earnings of the Chicago and Rock Island Railroad for the second week in Aug., 1868, were..... \$102,400 00  
Corresponding week previous year. 78,063 00

Increase ..... \$24,337 00

The earnings of the Western Union Railroad for the 2d week in Aug., 1868,.... \$14,159 71  
Corresponding week previous year.... 11,580 53

Increase ..... \$2,579 18

The earnings of the Chicago and Alton Railroad for the 2d week in Aug., 1868.. \$162,985 00  
Corresponding period previous year . 105,562 00

Increase ..... \$57,423 00

The earnings of the Detroit and Milwaukee Railroad for the second week in Aug., 1868, were..... \$36,832 73  
Corresponding week of 1867..... 35,764 91

Increase..... \$1,067 82

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in Aug., 1868, were..... \$90,894 00  
Corresponding week of 1867..... 98,071 00

Decrease ..... \$7,177 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Aug., 1868. \$30,077 00  
Corresponding week previous year.... 25,055 00

Increase ..... \$5,022 00

## Rockford, Rock Island and St. Louis R.R.

Work on the line of this road is proceeding with vigor. Nearly 20 miles of the track south of Sterling are graded, and the bridge over the Rock river is under construction and will be ready for use by November next, while 50 miles of the road will, it is stated, be in operation by the 1st of January. About 200 men are now employed upon the work, and a larger force will be put in requisition as soon as the harvest is over.

**☞** The Ogdensburg and Lake Champlain Railroad Company will pay \$200,000 of the 1st mortgage bonds of the Northern (Ogdensburg) Railroad Company on the 1st of September next, with accrued interest—less Government tax—to parties who desire to surrender the same. Address Henry A. Church, Treasurer, Boston, Mass.

**☞** Wm. Janvier, Esq., has been elected President of the Kent County Railroad, vice T. W. Eliason, resigned. The company have been engaged during the past two weeks condemning land by the assessment of juries. The work upon the road may now be considered as fairly inaugurated.

**☞** The following gentlemen have been elected directors of the Lexington and Arlington Railroad Company for the ensuing year: George F. Fay, Charles T. Crocker, R. D. Blinn, W. E. Parmenter and Geo. O. Davis. R. D. Blinn was unanimously re-elected President, and Geo. O. Davis Treasurer and Clerk.

## Journal of Railroad Law.

CONSTRUCTION OF RAILROAD CHARTERS—WHEN RIGHT IMPLIED TO CONSTRUCT STATIONS, ENGINE HOUSES, &c.—WHEN POWER TO TAKE LAND, GIVES POWER TO TAKE A RIGHT OF WAY OVER IT. WHEN OWNER OF LAND TAKEN FOR RIGHT OF WAY BY A RAILROAD MAY HAVE DAMAGES THEREFOR ASSESSED.—REMEDY FOR OBSTRUCTING A RIGHT OF WAY BY A RAILROAD TRACK.

The facts in the late case of Phil., Wil. and Balt. R.R. Co. vs. Williams, 54 Penn. St. R. 103 are fully state in the following able opinion of the court by

AGNEW, J.—A parcel of ground was laid out into lots, leaving a strip four feet wide in the rear of the lots to be used by the lot owners as a passage out to Washington Avenue. The deed conveying to defendant one of these lots, granted also the free and common use, right, &c., of said four feet wide alley as and for a passage-way, and watercourse at all times hereafter, forever, and subject to the payment of a proportionate part of the expenses of keeping said alley in good order and repair at all times hereafter forever. The track in question was a turnout and siding from the defendants' main track on Washington Avenue to their engine house, built upon a lot of their own near Washington Avenue, and adjoining the four feet alley on the opposite side from the plaintiff's lot. The form of the action involves the right of the railroad company to obstruct the plaintiff's way and watercourse by means of the track laid across it. The authority to do this, claimed by the company is found in certain acts of the Legislature, and in an ordinance of the city councils. The tenth section of the act of 1831 authorized the company "*as soon as they conveniently can, to locate and construct a railroad of one or more tracks,*" and "*to make, construct and erect such warehouses, toll houses, carriages, cars and all the works and appendages necessary for the convenience of the said company for the use of said railroad.*" The oath of the viewers contained in the 12th section requires them to assess the damages caused by the construction of the railroad and other works. This grant of power unquestionably carries with it the right to construct turnouts, sidings, stations and engine-houses, and all works and appendages usual in the convenient operation of a railroad. A railroad without switches, sidings, turnouts and buildings for fuel, water engines, stations, &c., would be useless in a great measure. They are essential to the operation of the road and the transportation of freight and passengers with security and dispatch. The expression "*as soon as they can conveniently locate and construct*" is not a limitation upon the power to compel the company to exercise its whole authority in the very beginning, when the demands of business are few.

It would be an unreasonable construction of its charter to require provision to be made for all the unknown wants of the future. The increase in trade and business, and the changes taking place, often require new and increased facilities. The argument that the track and engine-house is the private way of the railroad company, not used by the public, and therefore no part of the public highway is ingenious but unsound. Admitting that it is not a part of the public highway, in the sense that it is not used immediately by the public, but by the company only, it does not fol-

low that the ground is not taken for public use under the power of eminent domain. It is not the special use made of it which characterizes it, but its convenient necessity to that part which is for the public use. The principle of the argument would leave the state without power to take any land except that occupied by the main track of the railroad, and compel the company to operate it without the works and appendages necessary for the public safety and convenience.

It is said this is not a case of consequential damages, the taking being direct, and that the charter provides for compensation to the owner of land only. It is argued, therefore, in the absence of a provision for compensation to the owner of the right of way, the taking is contrary to the 10th section of the 9th article of the constitution. It is unnecessary to doubt or consider the authority of the cases referred to by counsel, the difference between the rights of the owner of a ground rent being so clearly distinguishable from those of the owner of a right of way and water-course. It is true that they are alike in the fact that they are incorporeal hereditaments but in nothing else; a ground rent issues out of the land and is charged upon it, but it has no particular *situs* upon it, and requires no use of it for its enjoyment. It is a pecuniary burden only, the only ligament between the tenant and ground landlord being the reservation or covenant for its payment. Having no connection with the soil, it remains totally untouched by any use the railroad company can make of it. Apportionment of the rent, because of the taking of the land, is solely an equity arising between the tenant and the landlord. Hence the conclusions drawn in the cases referred to.

But the nature of a private right of way is different. A way has its defined route upon the land itself. *Ex vi termini* it imports a right of passing in a particular line. Washb. on Easement, ed. 1863, p. 160. It carries all rights to the use of the soil which are properly incident to its enjoyment. For instance, the grantees of the right of way over such an alley in a city may enter and pave and repair it. Id. 190, 196, 198, 199. The deed in this case expressly subjects the grantees to her proportion of the expenses of keeping it in repair.

The right carries with it a qualified use or occupancy of the ground itself. For an obstruction to a right of way, the owner of it has an action directly against the wrong doer, distinct and independent of the action of the owner of the land for an injury done to his possession. Id. 158. These being the rights of an owner of a right of way and water course, it seems to me it would go too far to say that he cannot have a view to assess his damage, caused by taking, which directly obstructs the enjoyment of his way. A private road (says Black, J., in Carver vs. Paul 12 Harris 211) is private property, and an act of assembly to close it up, without paying for it, would be depriving the owner of his property. Having decided that the charter gives an authority to enter upon land and locate and construct a railroad, even against the right of an owner of an incorporeal hereditament issuing or served out of it, we must necessarily say that this carries with it a right to a view to assess damages whenever that right is directly injured by the entry and use of the land.

In 10 Wright 229 a covenant of general warranty was decided to be broken by the entry of the owner of a private way who threw down the fences to enable him to exercise his right of passage on the land. This was held to be an actual *eviction* under title which enabled the defendants to set up the break of the warranty as a defence to the payment of the purchase money. We hold, therefore, in this case, that the legislature meant by the terms "owner or owners of such required land" to include all owners of titles in or growing out of land whose rights are capable of actual privation by the taking. The proper remedy of the plaintiffs below was not by an action, denying the right of entry to take the land, but by an application for the assessment of damages.

The judgment is reversed.

#### The Character of the Union Pacific R. R.

While every person who has followed the progress of that wonderful undertaking, the Union Pacific Railroad, has marvelled at the unparalleled rapidity with which it has been constructed, some have felt skeptical as to the *character* of the work which was being done with such apparently headlong speed. Was it possible to build seven hundred miles of railroad in two years, and do it well? Could a railroad from New York to Chicago be well built in two years' time? And if not here, where all the appliances needed were at hand, or could be obtained at a day's notice, then how much less in a region beyond settlement beyond civilization, and where laborers, supplies, tools, and all else, except the land upon which the road was built, must be transported hundreds of miles before reaching the spot where they were wanted. In short, the question, "Is the road well built?" has been the one for whose satisfactory solution many have waited before investing their means in the Company's securities, which are liberal in their provisions, and safe beyond peradventure, if an affirmative answer to this question can be fully established.

Upon this point we must take the testimony of personal witnesses, who have been upon the ground and examined the work. Fortunately, an opportunity has just been afforded and improved for a full inspection of the road and its belongings, by a party of gentlemen who represent the reading and thinking people. Thirty gentlemen, representing as many of the leading journals of the eastern cities, have just returned from a trip which included over seven hundred miles of the Union Pacific Railroad. They had a special train at their disposal, to stop where they wished, to run fast or slow as they might desire, and which gave them far better opportunity to see both the good parts of the road, and the bad ones—if any exist—than the ordinary traveler by regular trains. These witnesses are men of judgment and discrimination, and their personal characters, as well as the names of the journals which they represented, are guarantees that they write only what their convictions dictate. Let us see what some of these gentlemen say of the character of the Union Pacific Railroad:

Hon. Charles A. Dana, of the New York *Sun*, late Assistant Secretary of War, says:

"A party of thirty gentlemen \* \* \* have just returned from an excursion to the present terminus of the Union Pacific Railroad at the Rocky Mountains. Their unanimous opinion is

that the road is constructed in the most thorough and solid manner, and that it is superior in firmness, smoothness, and capacity for rapid running, to any other new road which they have ever seen. This is true of the parts of the track which were laid only the day before the excursion train passed over them, as well as those at the eastern end of the line which have been in use for some two years. The work is well done, both as respects the judgment with which it is laid out, and the thoroughness of its construction; and there is no part of it which could, under the circumstances, be better than it is: all reports to the contrary are erroneous and mistaken."

The editor of the Boston *Traveller* says:

"It is built in the best and most substantial manner possible, and will compare favorably with any other road in the United States. For new road, I do not remember ever having traveled on its superior. \* \* \* The road is well ballasted, and except in seasons of extreme drought, must be comparatively free from dust. \* \* \* Few of the old roads of the country are so easy to ride over as this new one."

The editor of the Philadelphia *Bulletin* says:

"So far from imperfect and superficial workmanship being put upon the road, everything indicates a determination that the work now done shall be as durable as human ingenuity and enterprise can make it. The workshops, engine houses and other structures at Omaha, Cheyenne, North Platte and Laramie, are all handsome stone and brick edifices, that will last without repair or reconstruction for generations; while the road itself is as solidly and substantially built as any railroad in America. \* \* \* In short, the closest scrutiny has failed to detect any signs of hasty or imperfect construction."

The editor of the N. Y. *Express* says:

"Firm, solid, substantial, we have now as fine a track as can be found on almost any road in the country, while the traveling accommodations are full of ease and comfort. \* \* \* A visit to the wilds of the Rocky Mountains will convince the traveler that the Pacific Railroad is neither a myth nor a Brummagem affair, gotten up for purely speculative purposes."

The editor of the Boston *Transcript* says:

"The Union Pacific is a first-class road; finely graded, thoroughly tied, well ironed and ballasted, and substantially bridged."

The editor of the Baltimore *American* says of the Road:

"It is well and substantially built and ballasted, and rides more easily than two-thirds of the roads east of the Mississippi."

And again he speaks in the following unqualified commendation:

"I must reserve for another occasion some remarks upon the character of the road, its financial basis, present business, and future prospects. But it is proper to say just here that the rumors that have been put afloat at the East that the Company is a party of speculators, putting down a rude and poorly constructed road, that will be useless, or nearly so, when completed, is a falsehood that could only have been deliberately concocted and put in circulation for reasons which would not bear examination. The road is a good one, well and solidly laid, with heavy rail, and twenty-six hundred cross-ties to the mile over which the cars travel with remarkable smoothness, and the equipments, station-houses and work-shops of which all show that it is being built for use and not for speculation."

The editor of the New Haven *Palladium* says of the most extensive and difficult bridge upon the route:

"It is constructed with admirable skill, and is capable of bearing a weight forty times greater than will ever be placed upon it. \* \* \* A careful examination of this magnificent structure convinced every member of the party that the

marvelous speed with which the road has been built, has not been achieved by any sacrifice of security."

The editor of the *New York Times* refers to the fast running done on a portion of the trip, and says:

"The locomotive tore along at a speed of over 40 miles an hour, and smoothly enough we traveled, even at that high rate, proving conclusively that the Union Pacific Railroad is substantially built."

Of the Company's shops at Omaha, the same authority says:

"The first-class cars manufactured here are equal to any cars to be found on any of the eastern railroads, and indeed, the whole rolling stock of the Company will compare with that of any other road in the country."

The editor of the *Philadelphia Age* says:

"It might be supposed, from the rapidity with which the work was done, that it was of a temporary and perishable character. But such is not the case. \* \* \* Of the roadway it is enough to say that we traversed it smoothly, safely and steadily for five successive days, at a rate of speed varying from twenty to fifty miles per hour, and between the old track and that at the western terminus, which had been finished but an hour or two, no discrepancy was perceptible."

The editor of the *Philadelphia Bulletin* gives the following spirited description of the way the track is being laid:

"Track-laying on the Union Pacific is a science, and we pundits, of the Far East, stood on that embankment, only about a thousand miles this side of sunset, and backed westward before that hurrying corps of sturdy operators, with a mingled feeling of amusement, curiosity and profound respect. On they came! A light car, drawn by a single horse, gallops up to the front with its load of rails. Two men seize the end of a rail and start forward, the rest of the gang taking hold by twos, until it is clear of the car. Then they come forward at a run. At the word of command the rail is dropped in its place, right side up with care, while the same process goes on at the other side of the car. Less than thirty seconds to a rail for each gang, and so four rails go down to the minute! Quick work, you say, but the fellows on the U. P. are tremendously in earnest. The moment the car is empty it is tipped on the other side of the track to let the next loaded car pass it, and then it is tipped back again, and it is a sight to see it go flying back for another load, propelled by a horse at full gallop at the end of sixty or eighty feet of rope, ridden by a young Jehu, who drives furiously. Close behind the first gang come the gaugers, spikers, and bolters, and a lively time they make of it. It is a grand Anvil Chorus that those sturdy sledges are playing across the plains. It is in triple time, three strokes to a spike. There are ten spikes to a rail, four hundred rails to the mile, eighteen hundred miles to San Francisco. That's the sum, what is the quotient? Twenty-one million times are those sledges to be swung—twenty-one million times are they to come down with their sharp punctuation before the great work of modern America is complete."

These quotations might be greatly extended, but all the members of the editorial party bear similar testimony to the thoroughness of construction of the Union Pacific Railroad, and the permanent character of all its equipment and appurtenances. They are all equally positive concerning the great business future which the road must have as the outlet for the vast region west of the Missouri awaiting development.

We learn from the Treasurer of the Company that the earnings of the road for the past year exceeded four million dollars. Great as this sum is, it must be considered as only the beginning of

the immense traffic which will pass over the road when the whole line shall be finished.

**Chenango Valley Railroad.**

We have been shown a paper signed by a number of our moneyed citizens, pledging themselves to pay certain amounts "when the Chenango Valley Railroad shall be located through Cazenovia," and the necessary papers shall have been perfected for that object. We are told the towns of Nelson, Lebanon and Eaton feel much interested in the construction of this road. This road, if built, is to start at Syracuse, and run from thence to Cazenovia, through Nelson and Eaton, and intersect the Midland road at Smith's Valley, in the town of Lebanon.—*Cazenovia Republican*.

We learn that arrangements have been completed in England for the construction of the New Lisbon Railroad, which, though a separate organization from the Atlantic and Great Western, will, when finished, form a very important branch, and afford a large traffic to the main road, leading as it does into one of the finest beds of coal as yet discovered, and easily mined.

The gross receipts of the Northern (Ca.) Railroad for the half year ending July 1, 1868, were \$275,073 84, against \$271,306 55, being an increase of 2.81 per cent. over the corresponding period of 1867. The net revenue available for dividend was likewise considerably increased, it amounting \$79,274 24, against \$75,335 40, besides paying interest. The dividends of the company's bonds leaves a balance of \$29,567 28, to be carried forward to the credit of interest fund.

E. W. Cole has been elected President of the Nashville and Chattanooga Railroad Co.

**TO RAILWAY CONTRACTORS.**

**THE GRADUATION, MASONRY**

AND BALLASTING of the following enumerated sections of the

**Pittsburgh and Connellsburg Railroad,**

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to the

20th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsburg, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 123, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

**B. H. LATROBE,**  
**Civil Engineer.**

August 10th, 1868.

584

**WANTED IMMEDIATELY.**—Three 33 Inch eight-wheel railway cars, gauge 4 ft. 8 $\frac{1}{2}$  inches. One passenger, one box and one platform freight car, new, or second hand if in good order, and of the best material and workmanship. Address "Cars," Post Office Box 3805, New York City, with full particulars as to description, price, and time and place of delivery.

**750 MILES  
OF THE  
UNION PACIFIC  
RAILROAD**

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

**Whole Line to the PACIFIC will be Completed in 1869.**

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

**Four Million Dollars,**

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

**First Mortgage Bonds**

upon such a property, costing nearly three times their amount,

**Are Entirely Secure.**

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is 102, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the length of time they have to run.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

**At the Company's Office, No. 20 Nassau St.,  
AND BY  
John J. Cisco & Son, Bankers,**

**No. 59 Wall St.,**

And by the Company's advertised Agents throughout the United States.

*Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.*

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

**JOHN J. CISCO, Treasurer, New York.**

August 12, 1868.

**Notice to Contractors.**

PROPOSALS will be received for Grading and Bridging the third (3d) Division of the Junction and Breakwater Railroad, from Georgetown, Delaware, to the Bay Shore at Lewes, 16 $\frac{1}{2}$  miles, until the 22d day of August, 1868. For specifications, plans, &c., &c., call on Hon. JOHN W. HOUSTON, Prest., at Milford, Delaware, or M. C. CONWELL, Engr., at Georgetown, Delaware. Aug. 3, 1868. JOHN W. HOUSTON, Prest.

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OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.**

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Steamers, and Vessels.**

**IRON AND BRASS FOUNDRIES FOR CASTINGS  
OF LARGEST AND SMALLEST SIZES.**

**Copper and Brass Work of all Kinds.**

Stationary, River, Marine, Side-Wheel and Propeller Engines;

Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;

Blowing and Pumping Engines;

Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;

Steam, Vacuum and Water Gauges, Indicators, Regulators, &c.;

Steam Pipe, Whistles, Cocks, Valves, &c.

Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;

Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.

Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;

Pulleys, Fly Wheels, Racks, Ratchets, &c.

Burlett's Movable Cranes, Crane Engines, Hoisting Gear, &c.

Stevenson's Turbine Water Wheels;

Luther's Turbine Water Wheels.

Gear and Wheel Book furnished on application.

**Godeffroy Brancker & Co.**

**42 Exchange Place, New York,**  
are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

**V. H. SPIEGELEISEN**

used so extensively for the manufacturing of

**Bessemer Steel.**

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

**STEEL RAILS**

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of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application.

3m32

**English Copper Co.'s Rails.**  
**2,000** TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by  
**HEYERDAHL, SCHONBERG & CO.,**  
 4132 22 William street, New York.

**"EBBW VALE"**  
**50 lbs. Erie Pattern.**  
**1,000** TONS for sale from yard, 26 feet and shorter bars.  
**HEYERDAHL, SCHONBERG & CO.,**  
 4132 22 William street, New York.

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**FIRST PREMIUM. 1867.**

Awarded by the American Institute to  
**CHESEBROUGH & CO.,** 132 Maiden Lane, New York.  
 These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,  
**HORACE GREENLY, President.**  
 Perfectly pure (not mixed), absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

**CAR PLUSHES.**  
 Best French and German makes.  
**LOUIS WINDMULLER & ROELKER,**  
 20 Reade street.

**GERMAN STEEL AND HARDWARE.**  
 For sale by  
**LOUIS WINDMULLER & ROELKER,**  
 20 Reade street.

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 At half the cost of Linseed, and warranted to give excellent satisfaction. Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co. Post-Office Box 4781, New York City.

## SPECIFICATIONS FOR PROPOSALS.

OFFICE NEW ORLEANS, OPELOUASAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermillionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermillionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freight and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermillionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermillionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from the date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say \$100,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermillionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party,

in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessee.

9. The contract with Charles Morgan for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of the Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of \$5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O. O. & G. W. R. R. Co. harmless against any and all acts of theirs.

Signed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. F. LEVERICH,

President Bank of New York.

JOSEPH C. BUTLER,

President Lafayette Bank, Cincinnati, Ohio.

CHAS. PARSONS,

Cashier State Savings Association, St. Louis, Mo.

GEO. STURGIS,

President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, President.

## FOR SALE.

**Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1/2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.**

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## INDIA RUBBER CAR SPRINGS, BRAKE TUBING, ETC.

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### TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

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By their improved Machinery are enabled to offer

### Swaged Wrought-Iron Rail Chairs WITH CONTINUOUS BASE AND LIPS

*Arg*—The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

*All orders will receive prompt attention. Samples sent on application.*

Patented Sept. 18th, 1866.

## Safety Railroad Switch.

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I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads*.

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company. I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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## AMERICAN RAILROAD JOURNAL.

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